

Special Feature This Issue
Maine Boatbuilders' Show

PHILLIPS

PEABODY ESSEX MUSEUM
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messing about in **BOATS**

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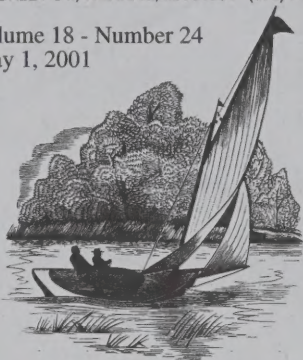


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Looking Ahead...

Jim Hodges shares his views of the launching of the Revolutionary War replica schooner *Sultana* in Chestertown, Maryland, which occasion he painted in watercolors and sent us on prints thereof.

Jeff Douthwaite describes being "Skiffless in Ireland"; Robb White tells all about "Cobio"; and Hugh Ware cruises on with Part 4 of "In the Inside Passage".

Dennis Bradley details modifications to a Munroe Egret sharpie in "Cat Ketch to Schooner"; Mike Moore tells us of "The Construction & Launching of *Clara Tinsley*"; and Robb White goes into more detail on his Rescue Minor project in "An Open Letter to David Gulley".

Don Elliott continues with Part 6 of his "Capsize, a Study of an Adventure" series.

John Thomson begins a comprehensive two-part series on his "Green Heron...the Biggest Cruiser for Two"; Dale Winke reveals his affection for a last of her kind boat in "A Man, a Boat and a Dream"; Richard Carsen returns with another of his "Dreamboats" series in "The Phoenecian", and Phil Bolger & Friends present a "Live-on-Board Scow Schooner".

On the Cover...

Getting together at the Maine Boatbuilders' Show in March is a ritual thousands of boat nuts now perform in hopes of awakening springtime as they look over, talk about, and maybe even buy, the boats to be found therein. A lengthy report is featured in this issue.

Commentary...

Bob Hicks, Editor



This year Jane and I decided to "retire" from our Boat Show Exhibitor roles, which we have played for years and years going back to earlier shows focussed on motorcycles as far back as 1960. A lotta shows. The impetus for the decision was learning that the 2001 Wooden Boat Show would be in Michigan. We really didn't want to travel to Michigan as it would involve four days of driving, and three days at the Show. A week away at substantial expense, just not worth it to us in time and money invested for the anticipated return.

While the Maine Boatbuilders' Show is close enough for us to commute each day (90 minutes each way) and thus not an expensive affair, we followed through on our Wooden Boat Show decision and decided to give it a rest in Maine also. I drove to Portland on Friday for the day to collect up news and photos for the feature article in this issue.

When we launched *Messing About in Boats* in 1983 it coincided with the first series of Wooden Boat Shows at Newport, Rhode Island (not affiliated with Wooden Boat magazine at that time). We needed to reach people who might find our little periodical of interest enough to buy a subscription. We continued on into the Small Boat Show, also at Newport, that came along in the '80s. Then both shows faded away from lack of support from the boating trade to which they catered.

When Phin Sprague started up his Maine Boatbuilders' Show in 1989 we didn't know about it, but signed on for the 1990 Show and have been exhibiting since for eleven years, during which we enjoyed visiting with an increasing number of readers who were already believers, but found we did not gather in many new subscribers. And when *Wooden Boat* resurrected the Wooden Boat Show as its very own, we resumed our appearances at that show. These two were it.

As the primary purpose of being in a boat show is to attract new customers (subscribers for us) our time spent and expense, while not burdensome, was not bringing in rewarding returns (aside for the good fellowship with many of you we got to see each year). We had never considered being in the big consumer boating shows because we assumed the people who attend them were surely not those who would find this publication of any interest. But we had assumed we'd find a much more receptive market at the Wooden Boat, Small Boat and Maine Boatbuilders' shows.

Showgoers aren't there to buy magazine subscriptions, we knew that. They do pick up much of the literature proffered by exhibitors

and assumed we too were giving away free copies to stimulate interest. They were right, in our early years as exhibitors we did just that, albeit trying to dissuade the ten year olds assiduously filling the plastic bags provided by other exhibitors with all possible literature. Each of the hundreds of free copies carried off included handy subscription order forms. We saw precious few afterwards.

Contemplating the sparse returns and concluding that perhaps something gotten for nothing was perceived as not being worth anything, we began to sell the sample copies for a buck, if you didn't want to risk a buck on a copy you couldn't be much interested. This made the shows affordable, for the several hundred copies that still were picked up despite the dollar charge, added to a dozen or two subscription orders, covered our costs, even buying us supper Sunday night enroute home.

But again the follow-up never came, a scattering of subscription orders only. We concluded that, despite what marketing people might characterize as "focussed groups" at these shows, several thousands of small boat nuts, this particular small boat magazine just didn't grab them. The numbers at Maine tell the story, about 7,500 people attended in any recent year. We greeted a couple of hundred of you already with us, we sold maybe 300 sample copies and a couple of dozen subscriptions. Adding up all who stopped by our table we came up with less than 10% of this focussed group, most of those new to us not following up later. So...

Obviously we are not dependent on boat shows for survival, what keeps us sailing along is the 75-80% renewal rate, and the new subscriber referrals from those of you already subscribing. Over the past couple of years our presence on a couple of internet web sites has also been bringing in a scattering of subscriptions, welcome but still less than 10% of new subscriptions received.

With about 5,000 subscribers, and slowly gaining, we are in good shape to carry on as long as we wish (maybe 20 years left?). I am a journalist at heart, not a salesman, and far prefer to visit a boat show to see what I can find to write about that might be of interest to you. Roaming a show all day, talking to interesting folks, shooting photos of interesting boat and related gear, that's my preference. We'll probably forego exhibiting at boat shows henceforth, indulging our preferences while not losing out on significant business returns.

As you can see by the accompanying letters from our friend Bruno, the French whaleboat crew could use a hand. I feel certain that once they arrive, our hospitality will be unstinting. I have experienced French hospitality since back at DZ '88 and, believe me, these people know how to show somebody a good time. Admittedly, the French have a social infrastructure more geared to this sort of thing than we do. However, when it comes to openheartedness and openhandedness I believe Americans are second to none.

I lived and sailed with these folks (the story is coming) for three weeks last summer and I can assure you that they are the finest kind. Most of them can manage quite well in English so that is not a problem. The associations to which Bruno refers are common in France but we have very few equivalents here. Probably yacht clubs are our best bets for organized hospitality, but it may well be that church or other civic organizations will come forth. Certainly, *MAIB* readers, being for the most part, doers rather than talkers, can carry the load, but the more people involved the better.

I am sure that we can take care of things once they arrive, however, there is the problem of the boat. Trucking these things across the pond is an expensive proposition. When I got Bruno's December letter it instantly occurred to me that we could build a whaleboat and offer the French use of it for the Rockport meeting. Principals in the project would get some water time at Rockport and have a nice boat to play with afterward.

Dennis Bradley got all enthused when I brought up the subject and suggested a couple of groups in Minnesota that might be interested. I think strip planking would be the way to go and possibly Baltek would be happy to

Last week, our Association held its annual meeting, with reports, statements and projects. We decided to get a new sail, lug type, easy to manage with two seamen on 6/8 aboard, a lug mast, shorter, allowing easily pulling oars; keeping apart our original mainsail for racing and cruising under light breezes. We also have to change the forward set of launching wheels, they are really bad in sand or gravel maneuvering.

Projects: Here we have plenty in 2001, the usual sail and oar meetings, in South Brittany. Then in August 2002, on to Rockport in Maine, USA! In Douarnenez, Lance Lee called

Some people in South Brittany are looking for a good way to be at Rockport, Maine USA in August 2002, with boats and crews: 2 Bantry gigs directly interested in Atlantic Challenge (August 8-15); our *Sterenn* whaleboat, connected with the old whaling story of New England and liable to be attractive to some people; and 5 to 6 smaller other sail & oar boats, enough to fill in about three 40' containers bound to Boston.

We met to review the costs and define some programs, each one giving what he knows, or what he can bring to the whole. I was astonished by the amount estimated: roughly \$10,000 each container, all costs and taxes included, for a round trip South Brittany to Boston. This would mean \$3,800 to include

Mayday (M'aidez) Atlantic Challenge 2002



donate some Durakore. The WoodenBoat show is in Michigan this summer and a promotional exhibit would be in order.

For a one boat project the work could be farmed out, a spar here, an oar there, and a thwart from out in left field somewhere. I would think that all the wooden boat builders would jump at the chance to contribute and get some recognition. The Maine Boat Builder' Show in March, next year, would be a perfect venue for the assembly.

From Bruno de la Monney in December

us for the next Atlantic Challenge.

Two Bantry gigs from Morbihan are interested, and by the same way a panel of smaller boats, with the *Sterenn*, for racing, touring, entertainment, and conviviality too.

Twenty months to get ready, and a lot of how to do, and how much cost? Shipping the boats in 40' containers, one filled with two Bantry gigs, another full of smaller boats (plus trailers), bound to Boston.

From Bruno in January

Sterenn. We try to keep cool, we have to examine accurately each aspect of this project, before deciding yes or no.

1st point: It would be helpful to know the calendar of maritime festivities in the Mystic, New Bedford, Boston, Rockport areas during 1st half of August, which might be interested with our sailing, folklore, exchanges, etc. in which we could provide an attractive interest and find a place.

2nd point: Is it reasonable to hope for some assistance from local associations and persons on trailering from Boston to these various locations (*Sterenn* will be on her own trailer); on finding inexpensive accommoda-

I spent three weeks with the *Sterenn* gang at Brest-DZ this past summer and a nicer bunch would be a real challenge to find. The boat itself is a real winner. I got a fair amount of water time aboard and was mightily impressed. She is the Beetle model and you can see the last boat built at the Mariners' Museum in Newport News, Virginia.

It is such a great boat, to say nothing of the cultural heritage, that a number should be built around the country. What say Joe Youcha, Floating the Apple people, Connecticut River folk? You could get together at Mystic in June, St. Michaels in October, various downeast or midwest ports in summer, Lake Powell in late fall, Florida in winter. I don't mean to slight the west coast. Let's dream a little picture of yourself crewing at Rockport, on the helm at St Michaels, or even plugged into the incredible boating scene on the French coast Allons!

It's none too soon to start working on this and I would like to hear right away from anybody who can help, in whatever capacity, however modest. How about a website? Ideas? Hey, I could get on the stick and put out a video to promote this. What else?

Jim Thayer, Grand Mesa Boatworks,
15654 571/2 Rd., Collbran, CO 81624,
<jimthayerboats@hotmail.com>



Many things will be more easy with the assistance of east coast friends, fellow rowers, like towing trailers and boats with care, finding resting places, cheap food, proposing some visits and prospects around: Mystic, Fairhaven, New Bedford, etc.

About crews: I suppose we could face a possibility with embarking American friends on our whaleboat, as a reduced crew from our Association (4 to 6) has to cross. Right now, we are weighing all the best means to succeed, and we know we cannot do in separate ways but only together. For the *Sterenn*, the vision is still over the horizon line.

tions and food for our crews during two weeks; and crew transportation without our becoming burdensome?

3rd point: Is it reasonable to hope to find crew members wishing a seat aboard for rowing our boat, and sharing daily costs, or would something like chartering our boat by an association or a group for certain days be arranged?

Without some local assistance in the USA, nothing will be done, but we have to know if it is possible before we stop these dreams. This 3rd point is asked especially concerning the *Sterenn*...

If things could be worked out this could be a pleasant tour, a breath of a fresh air for us all making good friends.

ANTIQUE & CLASSIC BOATING

Antique and Classic Boat Society, Inc., 422 James Street, Clayton, NY 13624, (315) 686-BOAT (2628), <hqas@acbs.org>, <www.acbs.org>
Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242, (978) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400, (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.
The Thompson Dockside, 10061 Riverside Dr., PMB 143, Toluca Lake, CA 91602.

BOATBUILDING INSTRUCTION

Adirondack Boat Building & Water Skills School, PO Box 146, Raquette Lake, NY 13436, (315) 354-5311, <sagamore@telenet.net>
Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445, (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Bayfront Center for Maritime Studies, Foot of Holland St., Erie, PA 16507, (814) 456-4077, <eriesailing@hotmail.com>, <http://www.goerie.com/bcms>.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (410) 745-2916.
Chesapeake Boats Bayou, Baltimore, Washington & Annapolis, (410) 903-4284, www.chesapeakeboatsbayou.ckt1.com.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286, (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913, (978) 388-0162.
Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368, (206) 385-4948.
Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2400, <pwbf@libertynet.org>
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282, (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123, (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Washington County Technical College, RR1 Box 22C, River Rd., Calais, ME 04619, (207) 454-1000.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

Directory of Activities & Events Organizers for 2001

As the center of a small boating communications network, *Messing About in Boats* hears from many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are often asked by individuals to direct them to some special interest group or event. To expedite this networking we publish this listing of all organizations and individuals we know of who offer events and activities.

We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we do not wish to spend a lot of time on the phone or answering letters from individuals inquiring about specific opportunities of interest to them. As an alternative we publish this directory and urge readers to contact those who seem to offer what it is they are looking for.

In 2001, this directory will appear six times only, in the January 1, March 1, May 1, July 1, September 1, and November 1 issues.

Wooden Boat Workshop of Door Cty., 4865 Court Rd., Egg Harbor, WI 54209, (920) 868-3955.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840, (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442, (954) 725-0640.

MARITIME EDUCATION

Duxbury Bay Maritime School, Box 263, Snug Harbor Sta., Duxbury, MA 02331, (781) 934-7555.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Lake Schooner Education Association, Ltd., 500 N. Harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475, (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543, (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, PO Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812, (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426, (860) 767-8269.
Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950, (978) 462-8681.
Delaware Bay Schooner Project (Schooner A.J. Meerwald), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929, (978) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809, (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401, (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415, (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Iowa Great Lakes Maritime Museum, P.O. Box 726, 243 W. Broadway, Arnolds Park, IA 51331, (712) 332-5264, <captainsteve@ncn.net>, www.okobojimuseum.org>.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796, (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.
Marblehead Dory & Schooner Museum, Gary Kissal, Curator, 5 Bessom St. #101, Marblehead, MA 01945, (781) 631-2567, <jmorgan@marblehead.com>
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861, (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759, (757) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rt. 1 @ Jensen Beach Blvd, Stuart, FL 34995.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291, (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (860) 572-5315).
New Bedford Whaling Museum, New Bedford, MA, (508) 997-0046.
Newburyport Maritime Museum, 25 Water St. Newburyport, MA 01950.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970, (978) 745-9500.
Penobscot Maritime Museum, 5 Church St., Searsport, ME 04974, (207) 548-2529.
Plimoth Plantation, Plymouth, MA, (508) 746-1662.
James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101, (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035, (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, Roy Wheeler, 295 Washington St. Bath, ME 04530, (207) 442-0097.

Model Guild of the Ventura Cty Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035 (805) 984-6260.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

Albacore One-Design Class, c/o Peter Duncan, 550M Ritchie Hwy. #144, Severna Park, MD 21146. (410) 431-05480; e-mail sailfaster@aol.com; website <http://www.my-town.com/sailing>.

American Canoe Assoc. Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.

New England Beetle Cat Boat Assoc., c/o Wells Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430. <wmpile@excite.com> <www.capecod.net/sqg/nebba>

San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>

Sparkman & Stevens Association, NE Area, 54 Chauncy Creek Rd., Kittery Point, ME 03905.

West Wight Potter's Assoc., Southern California Chapter, c/o Bill Beddow, 1333 Corby Ave., Norwalk, CA 90650

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RRI Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Kahakai Outrigger Canoe Club, P.O. Box 134, Seal Beach, CA 90740.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, PO Box 021868, Brooklyn, NY 11202, (914) 634-9466.

New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

Wooden Canoe Heritage Association, PO Box 226, Blue Mt. Lake, NY 12812 <wcha@wcha.org, www.wcha.org>

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.

Cape Cod Viking Rowing Club, c/o Jeff McLaughlin, 121 Sheffield Rd., Brewster, MA 02631, (508) 896-5363, <www.c4.net/viking>

Conn. River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.

East River Crew, c/o Tori Gilbert, 22 E. 89th St., New York, NY 10128.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.

Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.

Saquish Rowing club, c/o Mike Jenness, 2142 Washington St., E. Bridgewater, MA 02333, (508) 378-9986

Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresilk@msn.com>

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

"Scuzbums" (Southern California Small Boat Messabout Society), 4048 Mt. Acadia Blvd, San Diego CA 92111, (858) 569-5277, Annie Kolls <Scuzbum@aol.com>

West Coast Trailer Sailing Squadron, c/o Ron Hoddinott, 12492 104th Ave. N., Largo, FL 33778, (727) 391-7927.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.

New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.

Steamship Historical Soc. of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd.Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461. email: <larry@cedarcroft-press.com> www: <http://www.tasca.net/puget/>.

Sacramento TSCA, c/o Robert T. Ratcliff, 2861 San Carlos Dr., Walnut Creek, CA 94598. (925) 939-4073.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of W Mich, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (781) 272-9658.

Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

S.S. Crocker Association, 8 Lane's End, Ipswich, MA 01938. (978) 356-3065.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

International Retired Tugboat Association, c/o N.A. Foraker, 250 N. 50th, Longview, WA 98632. (360) 423-4223, <tugsnmne@aol.com>

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATERCYCLING

International Watercycle Assoc., 265 Santa Helena, Suite 110, Solana Beach, CA 92075-1538.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Assoc. of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

Wooden Boat Found., Cupola House, 2 Pte. Hudson, Port Townsend, WA 98368, (360) 385-3628.

Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

You write to us about...

Activities & Events...

Oyster House Row

Participate in the Oyster House Row at the Calvert Marine Museum in Solomons, Maryland on May 5 at 9am. Row your canoe, kayak, skiff, etc. from the Museum 1-1/2 miles through Solomons Harbor to the Lore Oyster House. There, enjoy an hour of fellowship and refreshments and then return to the Museum. The Oyster House Row is one of many events at the Museum on Patuxent Family Discovery Day. For additional information call the Museum at (410) 326-2142 or Bill Lake at (410) 586-1534.

Cedar Key 17th Annual Small Craft Meet

The 17th Annual Cedar Key Small Boat Meet will be on May 5th & 6th. It is completely informal. The only organization, still, is tides & weather. There are no planned events, signups, or fees.

The Cedar Keys are at an isolated cape on Florida's west coast, 100 miles north of Tampa, 7 miles south of the mouth of the Suwannee River. The keys are islands in the Gulf, mostly U.S. Wildlife Refuges. Shallow water rife with oysters and salt marsh is the aspect. Tides dominate activity. Fishing & birding are magnificent.

All shallow water craft are invited from canoes & kayaks to multihulls, catboats, and sharpies. Campsites or other accommodations are available. For information call the Cedar Key Chamber of Commerce, (352) 543-5600; Larry Page, (941) 746-2686, <lhpape@worldnet.att.net>; or Hugh Horton, (810) 468-6456, <huhorton@tir.com>.

North House Folk School 4th Annual Wooden Boat Show and Midsummer Festival

On June 22 through June 24, 2001, the 4th Annual Wooden Boat Show and Midsummer Festival will be held at North House Folk School in Grand Marais, Minnesota. Professional boatbuilders and wooden boat enthusiasts, will gather to display, discuss, and share their love for traditional sailboats, rowboats, power boats, canoes, and kayaks.

This year will also mark the 3rd year for the North House Boat Auction, open to all boats of age, material, manufacture, or condition.

The Midsummer Festival, held on the same weekend, will again be highlighted by the Solstice pageant featuring a combined production by local artists, musicians, dancers, and performing artists. Last year's pageant, a wildly colorful and music-filled original performance, was attended by over 300 people who crowded the shoreline to celebrate the longest day of the year.

Further information is available from the North House Folk School at (888) 387-9762, (218) 387-9762, <boatshow@northhouse.org>

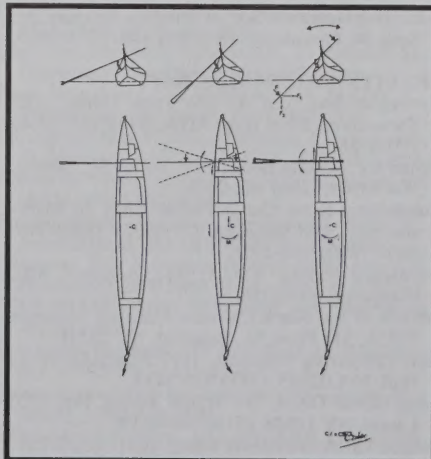
Information of Interest...

The Assymetrical Gondola

I was pleased to read Richard Carsen's discussion of the Venetian gondola in the March 15 issue. This unique and ingenious craft should get more attention this side of the pond. Early in this century when rowing boats were the sole means of transportation in the canals and lagoons of Venice, hard times led to saving labor costs and to using one rower rather than two. But, one rower standing in the stern would cause the boat to not track on a straight course. So, some clever boat builder came up with the idea of an asymmetrical hull.

Today, the gondola is about 1,000lbs, 35' long, 4.5' in beam and is 9.5" narrower on the starboard side. This results in a center line that has a bit of a curve to starboard, and a diamond shaped water line as described by Carsen, and he correctly points out that this shape determines the direction of the course of the gondola. But somehow Carsen got port and starboard turned around. The gondolier does not row on the port side, rather on the starboard side. The power stroke of the oar rotates the boat to port, counterclockwise, but the curvature of the hull corrects the course to starboard clock-wise.

But it is not only the shape of the boat that corrects the course of the gondola. The accompanying diagram (from Carlo Donatelli, *The Gondola: An Extraordinary Naval Architecture*) shows the effect of the gondolier's stroke on the course of the boat. "Primi" is the power part of the stroke that propels the boat forward and to port; "stai" is the recovery, or return, part of the stroke and corrects the course to starboard. "Stai" is done with the oar immersed in the water. The oar has one side formed in a dihedral angle; this side is astern during "primi" (center drawing) and forward during "stai" (right hand drawing). At the end of "primi" the rower sharply twists the oar so it won't be pulled from the oarlock "forcola" which has an open mouth for the oar shaft. During "stai" the placement of the oar nearer or further from the side of the boat, the angle of the oar in the water and the length of the "stai" determines the degree of correction to starboard.



Donatelli reports on a scientific study of the efficiency of rowing a gondola. Rowing at low speeds, which is usual for transporting tourists, a gondolier can move himself and three passengers using the same energy he would use speed walking on flat ground. At high speeds it is less energy efficient than a kayak or a rowing shell.

The gondola is not the only Venetian boat rowed in this fashion, but is the finest evolution of traditional Venetian boat building, and a well known symbol of Venice.

Bruce Miller, E. Lansing, MI

More on Assymetry

In the March 1 issue, Richard Carsen speculates on the design source of crooked hulls. I, of course, can't answer the question but there is plenty of evidence that the ancients were damn good cut-and-try engineers. Why not boats?

Venetian gondolas are also asymmetrical to offset the turning effect of using a single oar. How old is that idea? Certainly as old as Venice.

Somewhere in my dim past I have seen a sketch of a little sailboat with straight, parallel side planks and a heavily rockered bottom. No center or lee board. When heeled on either tack, the water plane had the shape of a foil thus offsetting leeway. With some shift of body weight, fore and aft, it should be possible to eliminate the rudder (or steering oar) also. With a Tyvek standing lug sail and some scrap lumber such a thing could be built for practically nothing.

What a neat way for a little kid in a little pond to learn to sail! Don't forget the life jacket.

Chuck Wilson San Luis Obispo, CA

Information You Need...

Looking for a Snipe

I'm looking for an old wooden Snipe as a pet project for my father and I. He had a wooden Snipe from '46-'70. It was ten years old when he bought it. We've since replaced it with a fiberglass GL16. Any leads to such a boat will be appreciated.

Ron Deckelbaum, 386 Dufferin Ave., Hampstead, PQ H3X 2Y7, Canada.

Opinions...

Individualists Unite?

I enjoyed Jim Thayer's Kokopelli adventure in the March 15 issue, although it seemed to be more about food than boats. I was really tantalized by the Egret on a trailer. I hope this letter can persuade the owner of the Egret to send in a story and some pictures of his boat regarding the construction, performance and trailering (Editor Comments: Already in hand).

I would also like to comment on the exchange between Robb White and Brian Salzano pondering methods of controlling the hordes of yahoos whose idea of recreation seems focused on annoying and antagonizing

every other living thing on the planet. I was talking to my good friend Brian about Robb White's slingshot method and expressing my doubts as to its legality, I even wondered if it was wise for *Messing About* to publish such ideas. Brian assured me that Robb was writing with tongue in cheek. I'm not so sure...

Anyway, I must express my great respect for Brian's fearless attempts to express his opinions to offenders and enforcers of the rules. I don't think we should write off this activity as abruptly as Robb White would have us. Remember, Brian is acting alone. We are all here reading about it, but how many of us have voiced our opinions outside of these friendly pages? Power goes along with greed. Politicians and their authorities can easily ignore a single letter writer but my experience is that it doesn't take very much evidence of organization to get their attention. A few voters acting together suddenly become a tantalizing morsel to a local politician.

It is a shame that sailors, rowers, paddlers and pedallers can't get together to create a voice for low impact, low wake boating. The power boaters have the Power Squadron. The jet skiers have a very vocal association, funded by the industry. Low impact boaters are still a minority but, all together we could have a much louder voice. Maybe it is time for TSCA to change its name and renew its mission.

Dan Pence's very interesting and useful letter on water pollution from power boats is a timely message. I don't have statistics for the northeast but I'm sure the numbers are staggering. These hogs with their noise, wakes and pollution are threatening our boating just as surely as Coast Guard regulations. It is time we followed Brian's example and get together to do something about the thoughtless people who ruin our days on the water.

Tom Papell, Long Island, NY

Anti Jet Ski Campaign

A letter from Dan Pence, published in the March 1 issue presented the views of a group to which he belongs that calls themselves SCOW. From his letter, I gather that the focus of the group is not clean water, that clean water is a masquerade for the group's real agenda which appears to be an anti-jet ski campaign, via attacking the engine.

The reason that I conclude this is that, even though they promote themselves as a clean water advocacy group, nothing is mentioned about any efforts to deal with the really big polluters such as industrial and agricultural runoff. Also the article does not identify the percentage of the total pollution attributed to the 2-cycle engines.

One of the examples cited is a ban on jet skis in an area in Washington State. They did not say where this area is. They could be referring to a ban on jet-skis in San Juan county in the San Juan Islands. This ban had nothing to do with water quality or 2-cycle engines, it was based on noise, reckless operation and harassment of marine mammals.

There is no doubt that 4-cycle engines are cleaner and more efficient than 2-cycle. But, I feel that attrition will take care of this, as the existing engines wear out they will be replaced by the more efficient 4-cycles. With fuel prices rising dramatically this will become a more important consideration.

One might gather from this letter that I am a jet-ski fan. I am not. I dislike them in-

tensely. But I do not feel that a back door attempt to get them banned in Oregon (by attacking the engine technology) is honest, nor is it going to solve the problem. Pick up the phone, as I did, and ask a jet-ski dealer about a 4-cycle jet ski. I was told that they are being developed, but probably will not be on the market this year. One can easily see that even if a ban were placed on the 2-cycle models and the 4-cycle models were placed on the market next year, their anti jet ski crusade would have to be undertaken again, and it would be that much harder attacking the 4-stroke models on this pollution issue.

I feel that it would be much better to be up front and honest about the issue from the beginning, like the folks in San Juan County.

Howard VanLeuven, Ellensburg, WA

It Takes Half a Million Now

Fifty years ago I was an avid reader of *Yachting*, but their boating interests diverged from mine, though I hadn't realized how wide the gulf is until I looked at a recent copy of *Yachting* in the library.

In the past I have bought several boats from the advertisements in *Yachting*. Back in 1949 a boatyard on the Jersey shore advertised six used Rhodes Bantams for \$150 each. I drove over one winter Sunday and bought one of the boats. Trailered it from Delaware to Cape Cod and had a lot of fun sailing it.

Around 1956 a yard in Mamaroneck advertised a used used Lightning (#609) at \$600. I drove up there with a trailer, bought the boat, carried it home, and sailed it for a number of years. I kept it in the water at the head of the Chesapeake Bay and trailered it for vacations to Cape Cod and even up to Castine, Maine.

In the mid-60s I was looking for another boat. A yard at City Island, NY, had an O'Day Day Sailer for \$1,700. I bought it, towed it home, and later took it to Orleans where I had a place in East Orleans. Enjoyed a lot of sailing on Pleasant Bay with that boat.

But times have changed; in the current *Yachting* there weren't many boats back there in the ads that were under half a million.

Dave Carnell, Wilmington, NC

About Power Tools

I very much enjoyed Robb White's comments a while back concerning power tools. The table saw I've been using since the mid-sixties is one of those "art deco style" Craftsman saws that he describes. And I felt very much redeemed when I read that he feels the only way to use a bandsaw is with the blade guide adjusted "all the way up and out of the way". I've been enjoying Robb's views on everything he chooses to write about.

Moby Nick, Rockford, IL

This Magazine...

A Disagreeable Letter to the Editor

I am truly complimented at being thought of by one of your readers as being an inmate in one of our excellent mental institutions; writing on toilet paper and tossing the finished product over the wall in the dead of night. I feel I have joined the ranks of serious writers who are unrewarded and unappreciated. I can hardly wait the required 100 years when today's writing will have lost its disagreeableness and be acceptable reading for the severely overeducated primate.

Tom McGrath, Poway, CA

Still As Good As Ever

Your magazine is amazing. My boat fever has subsided slightly, I no longer grab the classified ads and pore over them religiously looking for boats. I suppose the fact that I own five of them now and my wife is not really eager for me to get any more may have something to do with that, but I love to read your magazine.

I have let my subscription to *WoodenBoat* lapse, not that I don't love the glossy photos of stunning boats and all, but it is not quite so real for me as your magazine. I would guess that there are quite a few others who feel this way too. At any rate, a hearty slap on the back and keep up the good work.

Spring is coming, and with it, that delightful time when we break out our sanders and paint brushes and start to work on those boats we love so much, and soon after that, we get to use them!

Paul Murray, Storrs, CT

Great Stuff!

Reading through five months of *MAIB* in a few weeks is quite an experience: From John Howard setting a pedaling record in the October 1 issue (I did a number of stories on/with Howard in the early 1980s and even had his world-record-setting, 152mph bike in my office for a time); to Kim Apel's small boat history articles; to Robert Rogers' interesting Jozeboat report and Bruce Armstrong's Tolman skiff review in November 1; to Barry Donahue's great Simmons Sea Skiff shot in December 1 (love those boats); to Robb White's wry, humorous, and on-the-mark "Try Corporeal Punishment" and "How to Make a Jet-Ski Slingshot" articles in January 1; to Dave Carnell's enlightening "Safe Boatbuilding" in January 15; and finally to your insightful editorial February 1. Great stuff!

Daniel Edson, Newburyport, MA

An Acknowledgement:

The article about Leo Telesmanick which I republished in the March 15 issue from our April 1, 1993 issue had no credit line because it had none in the original issue in which it appeared and I had long forgotten who had written it. Well, my error of omission in 1993 can now be corrected. I want to acknowledge that the superb writing about Leo was the work of Robert Holtzman of N. Kingstown, RI. Today Robert is in business as Moon Mountain Publishing, 80 Peachtree Rd., N. Kingstown, RI 02852, publishing children's picture books. They are at www.moonmountainpub.com for those online who may be interested in such books.

An unsolicited testimony to Roberts' work came from one of the current heavily involved members of the New England Beetle Cat Boat Association who commented to me at the Maine Boatbuilders' Show that, "I learned a lot I never knew before about Leo from that article."

Maine Boatbuilders' Show 2001

After ten years of reporting on this show from its very modest beginning, I never know when I look around each year just what focus my report will assume, but usually it tends towards all the small boat builders with their nice little boats. This year I got sidetracked right off when I chose to inspect one of the "Queen of the Show" boats on display right inside the show entrance. This led me astray initially from my usual looking over of the affordable small boats to have a look at how they are messing about in boats at the other end of the economy from where I live. And so, onward:

Sticker Shock

The new front entrance to the Maine Boatbuilders' Show which promoter/building owner Phin Sprague put in place a couple of years ago has not only improved public access but also provided a sort of up front spot for the "Queen of the Show" sort of boat or boats, the high end large scale products of the Maine boatbuilding trade. This year that high end got pretty far up there, in more than one way.

ELLIS 36 EXPRESS CRUISER	
Ellis 36 Express Cruiser base price	\$329,000
<small>(See 36 brochure for options. Prices subject to change without notice.)</small>	
Options included on this boat:	
Hardtop w/ integrated visor	\$10,000
Welded aluminum electronics mast	\$5,000
Oiled teak floor in Cabin w/ storage	\$7,000
Teak guards and rails	\$13,000
Teak side stripe	\$500
Seaward three burner electric cooktop	\$1,000
Built in Sharp convection microwave	\$1,500
Lewmar Concept 1 windlass	\$3,000
Sidepower Bowthruster	\$4,000
Cruisair air conditioning	\$7,000
Heart Power Filter	\$5,500
Fischer 1 KW Gen	\$15,000
Evolution drive	\$9,500
Cutlery	\$600
Northstar 962 Plotter w/ GPS	\$12,500
Furuno 1751 MK2 Radar	\$4,600
Robertson Autopilot w/ remote	\$8,700
Custom Clarion Stereo System	\$5,000
Varnish	\$22,000
Ellis Sidekick™ (including Emergency Control System Option)	\$35,500
Selling Price of this Boat	\$497,900

Ellis 36 Express Cruiser

Right up front was this 36' fiberglass lobster yacht offered by the Ellis Boat Co. Here-with I offer my photo, not of the boat, but of the price tag for you to examine (I include another from an Ellis ad published elsewhere for perspective). I believe it is clear enough to read and note the sum total of \$497,900 for a 36' "perfect cruiser for two". But it has all the bells and whistles as they say.

I was told this was a demo boat and so it was equipped lavishly with all possible acces-

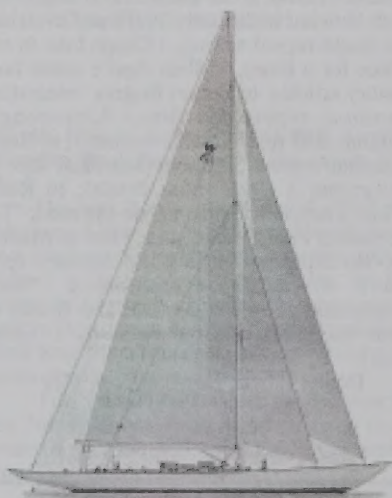
sories. It was further explained to me that a possible prospect was a businessman who would want it for spring and fall boating on Long Island Sound. Summers, when the kids were out of school, the family would be in the Adirondacks and thus not around for boating.

While this is a fiberglass boat, take a look at all the teak; oiled cabin floor at \$7,000, guards and rails at \$13,000, a side stripe at \$500. And varnish for it all at \$22,000. Wood lives!

Ellis Boat Co., 265 Seawall Rd., Southwest Harbor, ME, (207) 244-9221, <info@ellisboat.com>



W Class Yacht



Just behind the Ellis, as I pressed on into the interior of the building was one of the W Class racing yachts that have been splendidly advertised in *WoodenBoat*, a wooden maxi racing yacht. The rather deep 11' draft required a three story scaffolding for one to climb up for a look into the cockpit, rather like those outside stairways that have appeared on old homes converted to two family housing. At the foot of the stairway representatives of the builder greeted potential owner wanna bees

Southport 30

Later on, and much further into the cavernous interior of the Portland Yacht Services labyrinth of buildings, I came across another, relatively more modest, lobster yacht at the



Southport Island Marine LLC display, dba David Nutt Boatbuilder. My attention was drawn to it because the owner/builder, no longer David Nutt, was one Doug Goldhirsch. In an earlier time, a youthful Doug restored an old catboat and undertook a summer cruise in it from western Long Island to Cape Cod, during which he attempted to figure out who he was and where he was going with his life. We were privileged to serialize his story at that time. Now he apparently has found his place, buying out David Nutt and offering here at the show the #9 Southport 30 at a show special price of \$199,900, marked down for the show from \$206,600.

Southport Island Marine LLC, dba David Nutt Boatbuilder LLC, P.O. Box 320, 648 Hendricks Hill Rd., Southport, ME 04576, (207) 633-6009, <nutt@lincoln.midcoast.com>, www.davidnuttboatbuilder.com

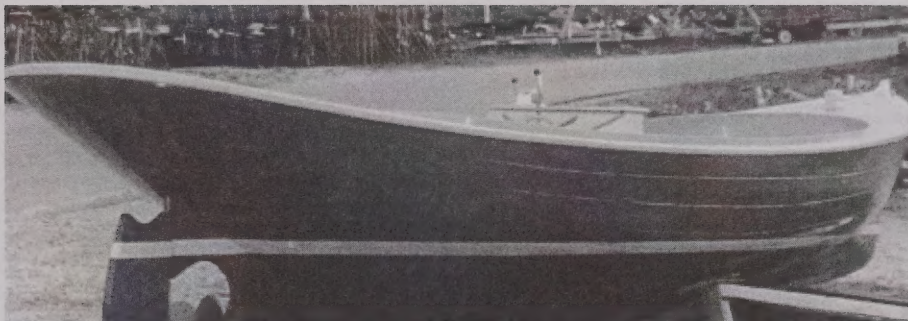
and also hopelessly underfunded rubbernecks. I saw no price card displayed and forbore daring to ask. It does seem to be in that class that if you must ask the price, you cannot afford it. It's towering presence did not lend itself to a photo that I could successfully manage so I include a shot from their ad published elsewhere.

Padanaram Yacht Company LLC, Reservoir Pl., 1601 Trapelo Rd., Waltham, MA 02154, (781) 890-5511.



Classic 25' Custom Fantail Launch

Moving on down the money chain, but still in rarified country for me, was the Classic 25' Custom Fantail Launch (a modified Bolger design!) displayed by Jay Hotchkiss of John Jay Marine in Portland, who has, by the way, just joined us as an advertiser. Perhaps this is a threshold that the demographics of our readership qualify us to now aspire? Jay's price for this unquestionably lovely boat was \$49,995 including cradle and galvanized trailer sporting disc brakes. The photo is an outdoor one I substituted from Jay's brochure because my photo from the show came out



too dark (I'm not a photographer, I just take pictures). Jay also has two versions of a 21 footer for around \$32,000-\$35,000.

John Jay Marine, 100 Commercial St. Suite 205, Portland, ME 04141, (207) 772-6951

Alerion 26

As I wandered along contemplating these numbers, along came Ann Wells, for years the Advertising Director for *Small Boat Journal*, and still as lovely as ever. I haven't met many advertising salespeople I could like, so Ann really stands out. She suggested I carry on deep into Building #5 where I would find the new Alerion 26 her husband is now building as Proper Yachtworks Ltd.

Tony Widman, proprietor of Proper Yachts, a firm that specializes in yacht sales, brokerage and management in Bristol RI, had been selling the boat, built by another firm, and as of this year has taken on its building, "on the site of the original Herreshoff Manufacturing Company in a 120 year old building where Captain Nat Herreshoff and his brother J.B. Herreshoff began their remarkable legacy of constructing the greatest sailing yachts in American history."

My sticker shock continued in this instance, of course. Tony has a nice explanation for the \$49,500 base price, and the additional "Options" list adding up to about \$43,000. In

his brochure Tony states that, "The buyers of the Alerion have a common goal, they are either former big boat owners or long time sailors who want to be able to enjoy sailing in a simple way. They are particularly attracted to a boat that is handsome, small in scale, easy to handle, and close to the water. We feel that we have found an important niche with this

elegant, handy Gentleman's Daysailer. The boat is such a beauty, and I could not get a decent indoor photo, so I give you one on the water from Tony's brochure.

Proper YachtWorks LLC, 17 Burnside St., Bristol, RI 02809, (401) 253-2244, <info@proper-yachts.com>



A Melonseed

Before I move on from the sticker shock topic, I want to mention a lovely wooden Melonseed built by a young man operating as Windfall Woodworks. From his background I would have included Robert Thompson in a "Hope Springs Eternal" category for aspiring new small boat builders. Robert is of the idealistic young boatbuilder genre, who decided to go into business for himself because the boatyard jobs open to him required that he work fast and cheaply. Not doing it right by his standards. His nicely done up literature explains that, "It is the goal of Windfall Woodworks to produce beautiful and functional handmade wooden objects." This particular object, the Melonseed, was offered at \$14,000. Not up there in absolute terms with the really high end stuff, but given the size of the boat (13' loa), still somewhat breathtaking for me.

Windfall Woodworks, Robert Thompson, 6675 VT Rt.109, Belvidere, VT 05442, <rrm_thomp@hotmail.com>, www.sover.net/~sgoodell



Okay, Now to An Affordable Boat?



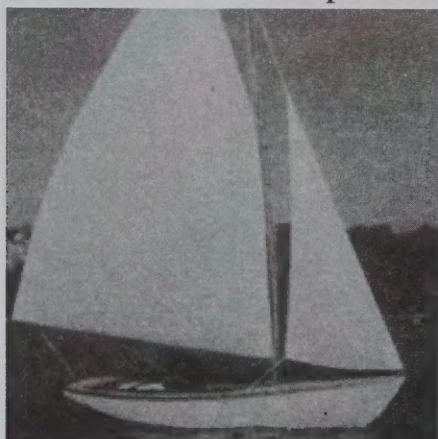
8' Plywood Skiff

Might as well get right to the far end of the money scale after all that sticker shock. Marshall Duhaime of Classic Boatworks in Hancock, Maine had a little 8' plywood skiff up on end with a \$500 price tag on it. It was nicely done in marine ply with oak gunwales and frames and pine seats. Classic states that they can "get you into a Classic Skiff for under \$2,000", so there must be some upgrades offered. They also offer to "build anything up to 35'".

Classic Boatworks of Maine, HC 77, Box 237A, Hancock, ME 04640, (207) 422-9180, <toyboat@acadia.net>, www.nemaine.com/classicboatworks.

And on to Some Interesting Boats in Between These Extremes

Hurricane Sloop



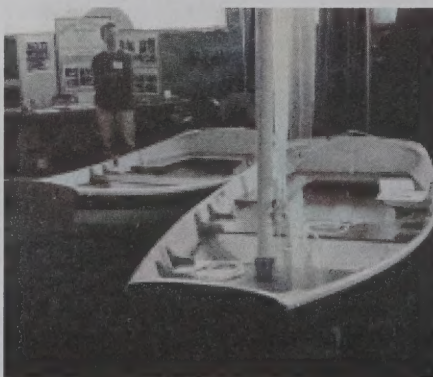
Merv Hammat of Compass Classic Yachts in S. Orleans, Massachusetts, introduced his new 18' Hurricane sloop at the show, a redesign of the famed Alberg Typhoon, a boat still much in demand on the used market for its seaworthiness. Merv's version has a ballasted keel/centerboard which provides a 20" draft for shallow water sailing, and makes trailering easier than that possible with the full keel Typhoon. The 11' cockpit accommodates up to six adults for daysailing outings. The base price, sailaway is \$14,995, with a short list of ten options that are not vital to actually sailing the boat.

Merv's first boat was a fiberglass version of an 18' Baybird gaff sloop, which got my attention because this was the boat featured on our very first cover, the May 15, 1983 issue. Given his location in the heart of catboat country, it wasn't long before he came out with his 12' Cape Cod Catboat, sized right with the long established Beetle Catboat. A larger 14' Classic Cat followed, and now it's back to a sloop.

Compass Classic Yachts, P.O. Box 143, S. Orleans, MA 02662, (508) 240-1032, <compass@compassclassicyachts.com>, www.compassclassicyachts.com



10' Sailing & Rowing Prams



Worthy of mention this year was the presence of a woman boatbuilder, Suzanne Leahy of Marine Restoration & Salvage in Orleans, MA. Suzanne had two of her prams on display, one rigged for sailing priced at \$3,900 and the rowing version at \$2,900. These ten footers were yacht finished. Suzanne says the

inspiration came from John Brady of the Philadelphia Maritime Museum who helped her settle on the lapstrake design that is decidedly different than the usual plywood pram.

Not on display, but shown in her brochure, is a 16' gaff rigged cedar planked decked sharpie daysailer based on the Chesapeake Bay model. Isobel's 6" draft suits her admirably to gunkholing her local waters on Pleasant Bay. This one sure looks interesting

Marine Restoration & Salvage, P.O. Box 1174, Commerce Dr. Unit 3, Orleans, MA 02858, (508) 240-0058, <info@marine restoration.com>

14' Livery Whitehall



We were surprised and pleased to see Tim Mayer back on the boat show scene with another of the exquisitely finished Thayer Livery Whitehalls he used to offer as Boatworks, Ltd. of Brunswick, ME. Tim had eased out of boatbuilding to go into truck driving (yes indeed) and sold the Whitehall mold to Walden Boats in Waterville, ME. This year his desire to exhibit some of the wooden chests he handcrafts inspired him to finish off another boat hull from Walden and thus qualify for space in this boat (not furniture) show. The boat displayed, 13'6" x 43", 125lbs was offered at \$2,795.

Tim wrote to us afterwards, "Turned out to be a pretty good show for us. We sold the boat on display, it's going to that big lake in New Hampshire whose name begins with a "W" that I cannot pronounce. We took orders for several chests also and possibly another boat."

Boatworks Ltd., T.R. Mayer, 284 Bunganuc Rd., Brunswick, ME 04011, (207) 729-4980 for the custom finished Whitehall; Walden Boats, P.O. Box 1378, Waterville, ME 04903, (207) 873-4234 for the stock Whitehall.

18' Simmons Sea Skiff

Across the room from newcomer Suzanne, and not too far away back down there on Cape Cod, Walter Baron still runs his Old Wharf Dory Co. in Wellfleet. Ever so long ago, maybe around 1984, I visited Walter and found to my dismay in my innocence that he wasn't located on an "old wharf" at all, but in a former local automobile garage building (he has long since moved into a nice purpose built boatshop). Walter displayed a center console 18' Simmons Sea Skiff. His version of this highly regarded outboard powered boat has a composite plywood bottom structure designed by Tracy O'Brien, and glued lapstrake topsides. Strip planked decks provide stiffness, and Walter has painted it with old time Kirby Marine Paint. Walter suggests 25hp outboard power, with which 30mph has been achieved, but as little as 15hp moves the boat along nicely.

The base price for this model is \$12,000, the boat exhibited, fully equipped including a new trailer, was offered at \$19,000. Walter also offers 20' and 22' versions, each built to order and thus unique.

Old Wharf Dory Co., 170 Old Chequessett Neck Rd., Wellfleet, MA 02667, (508) 349-2383, www.oldwharf.com



Frost Torpedo 38

Someone always brings along a "work in progress", the boat that didn't get finished in time for the show. Such a display makes for a lot of attention and conversation. This year Rumery's Boatyard of Biddeford, Maine displayed such a boat, and a biggish one at that. The torpedo stern option gives it its name, a design by Will Frost from 50 years ago. Rumery offers its Torpedo in either fiberglass or, as displayed, cold molded wood. Fitted with her stock 300hp diesel the Torpedo can do 35 knots, but other power options are available (more? or less?).

Rumery's Boatyard LLC, Biddeford, ME, (207) 282-0408, www.rumerys.com



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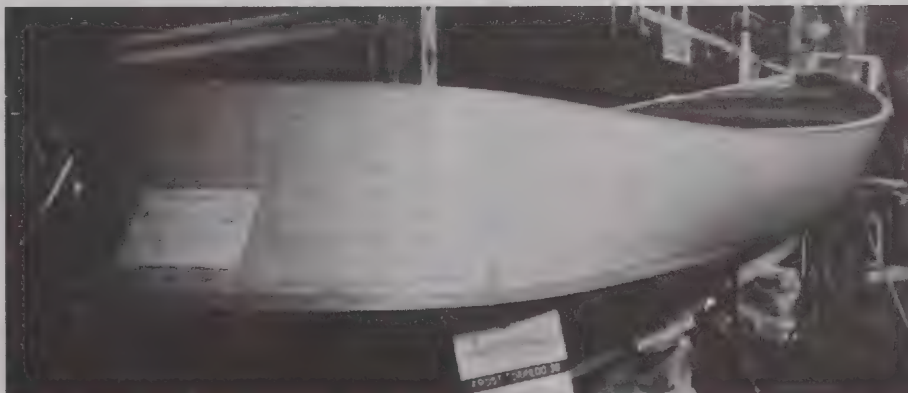
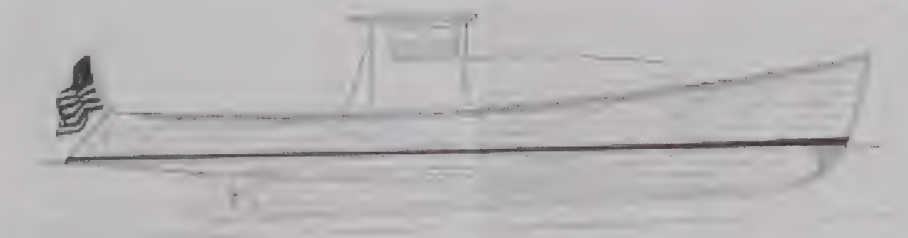
- ZURN YACHT DESIGN
BIDDEFORD, MAINE
- BOB STEPHENS
BROOKLIN BOATYARD
BROOKLIN, MAINE
- RUMERY'S BOATYARD
BIDDEFORD, MAINE

Fin Powered Pedalboat



Harry Bryan of Letete, New Brunswick, recently joined the elite who have graced the cover (and contents) of *WoodenBoat*, featuring his Handy Billy outboard powered launch, but here in Maine he was showing off his really unique leg powered fin driven Thistle. Harry's the only one we know of who has replicated successfully the manner in which a fish propels itself. A Boston area reader told me at the show that he had bought a Thistle from Harry and invited me to have a try this spring as part of our pedal power boat series. I will! I will!

Bryan Boatbuilding, 329 Mascarene Rd. Letete, NB E5C 2P6, Canada, (506) 755-2486.





Red Arrow Canoe

The Arundel Red Arrow canoe displayed by the Arundel Canoe Company of Arundel, ME, upstaged just about everybody in the show in terms of creative display. The canoe was pulled up on some greensward with a camp chair and fishing rod by the bow and back at the stern alongside a small shrub with a picnic cooler was a chopping block with hatchet and a stock of firewood. All set for a canoeing campout.

I first mistook the proprietor for a Maine game warden, impressively done up in his forest green jacket with its logo patches and uniform appearing shirt and pants. "That's what others have told me," he responded when I voiced this observation. But he's not and, in response to my compliments on the attractive display, he admitted to having been in display design work for many years.

The canoe, with red arrow logos on thwarts and paddles, is 17'10" x 35" x 75lbs, and sells for \$5,900. It is bead and cove strip built, fiberglassed with MAS epoxy. An eleven point summary of its features tells you'll all you might want to know about how much effort has been put into building this canoe.

The Arundel Canoe Company, 143 Proctor Rd., Arundel, ME 04046, (207) 282-7378.



Grand Laker Canoe

It was longer than the booth it was in was in deep so the bow sort of stuck out a bit into the aisle, and there was no identifying signs about it. But within the gleaming varnished interior of what was a Grand Laker canoe, complete with square stern for the outboards favored as soon as they became available, were some small information cards, extolling not the canoe, but rather "The Seventh Annual Grand Lakes Stream Folk Art Festival", scheduled for July 28-29 in the far eastern Maine town of that name, Grand Lake Stream. It sounded a great time with folk art, canoes, quilts and music.

Perhaps an event worth taking in, thought I, so I had a look in my DeLorme Maine Atlas. Well, first I must drive almost to the very eastern tip of Maine near Calais via Rt. 9 from Bangor, to where it joins U.S. Rt. 1 just west of that town, thence northwesterly on rt. 1 to the small town of Princeton, just beyond which a dirt road departs westerly to Grand Lake Stream. I dunno about this... but perhaps it could be worth the trip.

Grand Lake Stream Folk Art Festival, P.O. Box 1, Grand Lake Stream, ME 04637, (207) 796-8199.

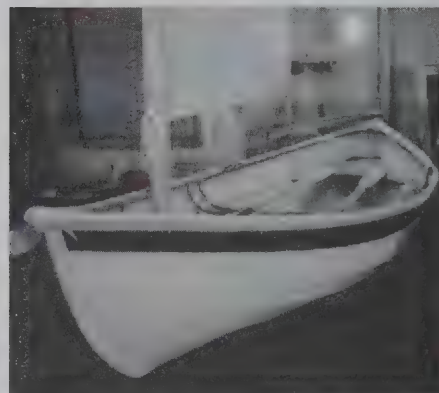
The Invisible Sponson Canoe



Yep, no visible sponsons on this beauty built by Chamcook Boat & Canoe of Chamcook, New Brunswick. It's a motorized canoe with a small one-lunger thunka-thunka gas engine fitted in the show boat. A reproduction of a 1902 design, it is also offered, in a curious melding of then and now, with a 1-1/2hp 24v DC electric motor. This latter version sells for \$25,000US, while the internal combustion power is priced at \$20,000 for the boat plus whatever your choice of power adds on. Oh, yeah, the sponsons. Well, a double hull construction forms a hollow air chamber running from bow to stern which disappears into the bilge.

Chamcook Boat & Canoe, 37 Glebe Rd., Chamcook, NB E5B 3B7, Canada, (506) 529-4776, <chamcook@nbnet.nb.ca.

Landing School Peapod



John Burgess' Landing School in Kennebunkport, Maine has long since moved ahead from its original teaching of traditional wooden boat building to embrace modern technologies, as well as opening up a complete nautical design facility. Its original focus on turning out graduates who could earn a living in the boatbuilding trade still prevails and works.

The 13' peapod on display at the show was built by students as part of the educational program, boatbuilders who pay tuition to learn to build a boat that is then sold by the school. It is glued lapstrake with laminated stem and solid mahogany keel all held together with epoxy resin and silicon bronze fasteners. The boat is sold with a sailing rig and a pair of spruce oars for \$4,500.

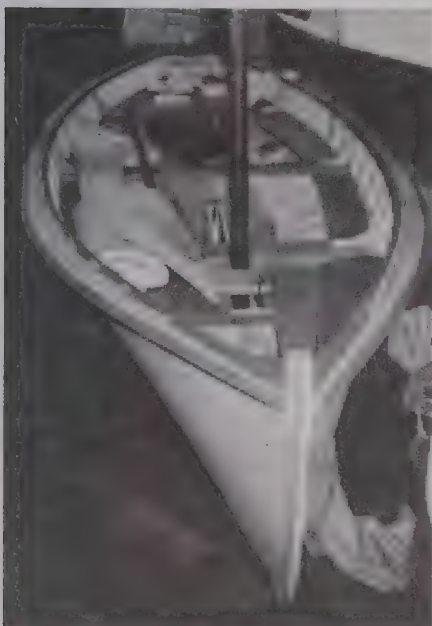
The Landing School, P.O. Box 1490, Kennebunkport, ME 04046, (207) 985-7976.

Bantry Bay Gig



As a full size 38' Bantry Bay gig would not fit well into a modest size booth, the Atlantic Challenge Foundation had done up a fully detailed quarter scale model to call attention to their International Atlantic Challenge which will take place in the summer of 2002 in Rockport, Maine. As part of the Foundation's function, its Apprenticeshop also had on display a real boat, a nice lapstrake rowing/sailing sort which I proceeded to photograph. This act drew to my side a young man standing nearby who inquired, "You like that boat?" I replied that yes, indeed, it was a fine example of traditional wooden boat building. He beamed at this, and with no trace whatever of arrogance, announced to me, "I built it."

Atlantic Challenge Foundation, 643 Main St., Rockland, ME 04841, (207) 594-1800, <info@atlanticchallenge.com>, www.apprenticeshop.com.



Caillou

This was the third year in the show for Justin Vagliano and his Caillou, a 17' sort of merging of kayak and daysailer, demonstrating that his concept seems to have some staying power. Justin told me that yes, the Caillou was alive and well and that he and his partner were encouraged by its acceptance. The 40" beam, while right out there for double paddle operation, supports an efficient sail rig and makes the boat appear larger than its 17' length suggests, and the comfortable seating arrangement is most inviting. Since they are located in Marblehead just a few miles from us, we tentatively arranged to get together this season for a test outing. I'll have a report when it happens.

Caillou Boats, Marblehead, MA 01945, (877) CAILLOU, www.sail-or-paddle.com.



The Lowell Kayak

Well, from the venerable Lowell's Boatshop in Amesbury, Massachusetts, comes this year to the show a kayak. The 16' x 30" craft is a result of a 1970s decision by then owner Jim Odell to offer up a Herreshoff double paddle canoe fitted out with the drop-in Onboard sliding rigger Jim's son-in-law had designed, naming the result the Onboard Dory. Now boatshop manager Mike Brown has once again fitted out the boat as a double paddle canoe, "which is now popularly known as a kayak". No oars at all.

Lowell's Boatshop, 459 Main St., Amesbury, MA 01913, (978) 388-0162, <specs@lowellsboatshop.org>, www.lowellsboatshop.org.



15' Rangeley Lake Boat

The Maine Maritime Museum of Bath, Maine displayed this traditional Rangeley Lake boat complete with a period picnic hamper. It's being raffled off as a fund raiser. I inquired if it had been built by their apprenticeship (the original Lance Lee effort way back when) and learned that such no longer exists, the boat had been professionally built in the Museum boatshop. The design is from plans at Mystic Seaport, construction is absolutely traditional, cedar planking on white oak frames, a pine keel, spruce inner stems and mahogany trim and rails, all fastened with copper clench nails and bronze screws and bolts.

The winning ticket will be drawn mid-summer so you still have time to inquire into buying your tickets.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.





Something to Put On Top of Your Boat

Todd French and Peter Webb of French & Webb Inc. of Belfast, Maine, have built some pretty impressive wooden boats to order since going into business for themselves in 1996, but at the show they were displaying something you can put on top of your boat, fine furniture quality hatches, even a complete cabin house. As a "that's good enough" woodworker who makes this decision at a level of quality far, far below what was on display by French & Webb, I could only marvel at how such perfection can be achieved in woodworking (and speculate on how it can later be maintained at this level afloat).

French & Webb, Inc., 21 Front St., Belfast, ME 04915, (207) 338-6706, <frenchwebb@acadia.net>

Navigator Stoves



Andrew Moore, proprietor of Williamsburg Mobile Marine, maker of traditional cast iron boat stoves from Lunenburg Foundry original patterns, wanted us to note that he has now changed his firm's name to Navigator Stoves. He has added two models to the original Little Cod; the Sardine at 2/3rds the size of the Little Cod, and the Fisherman, a coal burner with an oven.

Navigator Stoves, 68 S. First St., Brooklyn, NY 11211, (718) 486-8049, <marinest@marinestove.com>, www.marinestove.com.

The Knotty Lady



Barbara Merry has a pretty exclusive niche with her ropework, ranging from decorative trinkets through real rope fenders on to major league rope hawsers. She's also written *The Splicing Handbook, Techniques for Modern & Traditional Ropes* (ISBN 0-87742-952-9), published back in 1987 by International Marine. Right now Barbara is promoting her Gear Hammock knotted from cotton seine twine with solid brass or stainless steel rings, in 24" and 36" lengths, priced so reasonably at \$15 and \$20 postpaid.

The Marlinspike Artist, 360 Gooseberry Rd., Wakefield, RI 02879, (401) 783-5404.

Antonio Dias Design



Tony Dias is an artist, we've admired many of his paintings, and a model boat maker of great skill, of his own designs which graced his show displays in bygone years. But, he's really a designer and so this year his designs paraded past on a computer screen. "People thought I was a model builder," Tony commented. While Tony has designed a number of nice small boats, he has also created larger craft, many influenced by his Portuguese ancestry.

These have caught the fancy of the English boating publication, *The Boatman*, and led to publication of a book, *Designer & Client*, published by *WoodenBoat* and available from the *WoodenBoat Store*, which explores the procedure for how a designer and a client work out a custom design. He told us that this past winter one of his custom designs had been built in Germany, and subsequently displayed at that nation's premier boatshow.

"Did you go over to see it?" I asked. No, he and his wife Kay stayed home to tend to the demands of his designing career and her management of a Newport, Rhode Island catering business.

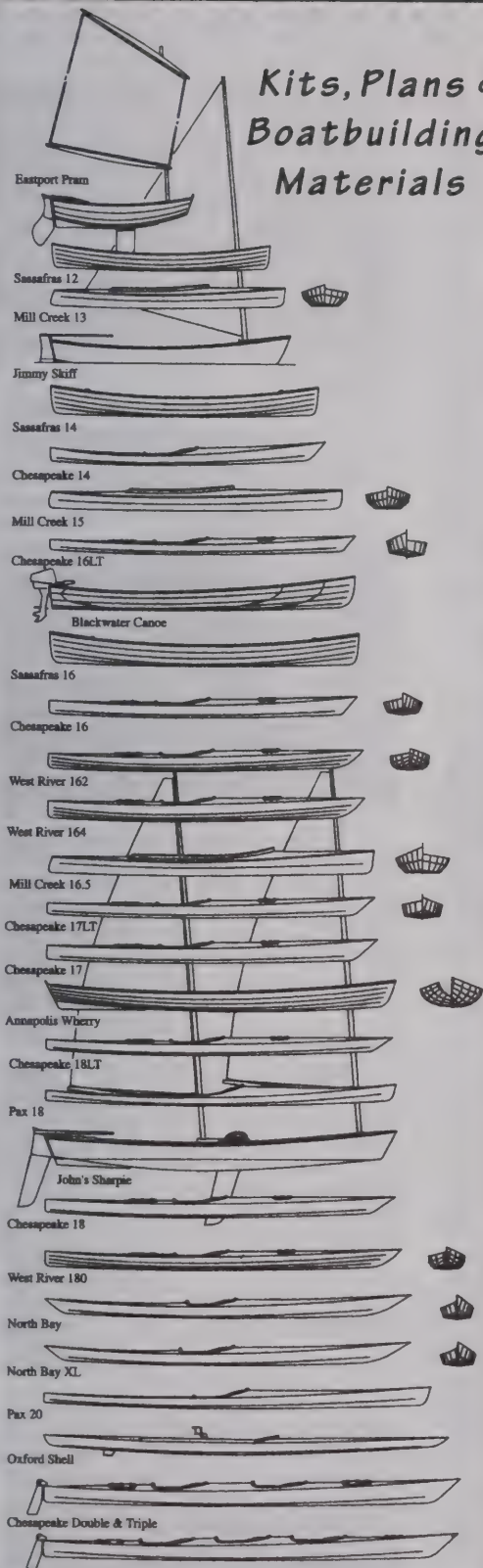
Antonio Dias Design, 171 Cedar Island Rd., Narragansett, RI 02882, (401) 783-4959, <diasdesign.com>



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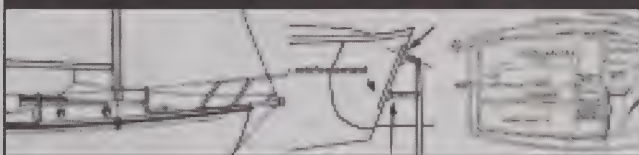
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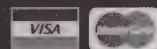
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Still With Us After All These Years!

Amongst the regular exhibitors at this annual show were several who were already regular advertisers on our pages when Phin Sprague introduced his inspiration, a Maine Boatbuilders' Show back in 1989. Each year we visit with these long time advertisers renewing personal contacts and updating ourselves on what they are up to. This year I thought I'd like to introduce the people behind these firms to you.

Shaw & Tenney

(Joined us in January 1984)



Paul and Helen Reagan gave up the fast paced corporate life in urban Massachusetts when, in the early '80s, they moved to Orono, Maine and bought the venerable (at that time 120 years old) Shaw & Tenney oar and paddle making firm. Close on to a quarter century later they can still smile about their lifestyle change as they have persevered through all the ups and downs of manufacturing and marketing wooden oars, paddles and related hardware. Not quite buggy whips yet, but dependent on a clientele that still desires their oars and paddles to be made from the real thing, wood (there are still buggy whip manufacturers in business, by the way, they too have their clientele).

In a feature story I did about the Reagan's enterprise in the May 15, 1987 issue, I asked Paul about that old Maine craftsman pictured at work in his ad. Well, he had been retired by 1987, but lives on still in Shaw & Tenney's unchanging standing ad.

Shaw & Tenney, Box 213, Orono, ME 04473, (207) 866-4867.

Pert Lowell Company

(Joined us in March 1984)



Ralph and Joanne Johnson are carrying on the boatbuilding and mast hoop making business that Joanne's dad, Pert Lowell, started in the early '30s at the same old shop on the banks of the Parker River in Newbury, Massachusetts. Pert started his business building a 17' lapstrake sloop derived from the Swampscott dory which became the Town Class sloop for the Marblehead yacht racing establishment. Pert went on to build more than 2,000 Townies, and today son-in-law Ralph still builds Townies to order.

But it is the mast hoop business Pert started right after World War II that has the staying power, with demand running steady for traditional steam bent oak hoops sized for tiny catboats to the largest of the proliferating

tall ships. Ralph can still be found boiling and bending up hoops to order, fishing the strips of hot red oak from boiling water tanks and bending them around the jigs that Pert used.

I've had a long time personal acquaintance with Ralph and Joanne, and with Pert when he was still alive and working, as they are but a dozen miles from us and they, their shop, and their boats are the sort that attracted me into small boats early on. I featured their story in the March 1, 1985 issue.

Confusion with the "other" boatbuilding Lowells of Amesbury, Massachusetts, because of the name, goes back six generations to when two branches of the Lowells split up. Today the "other" Lowell Boatshop is part of the Newburyport Maritime Museum with no Lowells involved, while Pert Lowell Co. goes on with a Lowell family still owning and operating it.

Pert Lowell Co., Inc., Lanes End, Newbury, MA 01950, (978) 462-7409.

Bay of Maine Boats

(Joined us in May 1984)



Unlike the two earlier advertisers to sign on with us, Michael Severance started his business from scratch in the early '80s after finding out what it was going to cost to have a wooden boat shop restore a nearly derelict wooden pulling boat he had fallen in love with. Michael used the rehabbed original as a plug for a mold for a fiberglass version of what he learned was a Piscataqua River wherry, indigenous to the river that separates southeastern New Hampshire and Maine near Michaels' home town of Kennenbunkport, Maine. I featured a story on this new venture in the January 1, 1985 issue.

Michael still offers the 14' round bottom, wineglass transomed wherry to pulling boat enthusiasts, but today emphasizes his Kittery Point tender, developed to solve some of the problems yachtsmen who tow tenders often have to live with. The traditional looking 10' tender has an underbody designed by Doug Martin to cure towing problems once and for all while retaining nice rowing characteristics. A multi-colored sail rig has been added and this year Michael was extolling his move into colorful rigs with a banner announcing that, "Dinghies can be FUN as well as FUNCTIONal!" He wrote later that "they did create an upbeat attitude in those people who came into the booth to talk about boats. Who says a staid older Yankee has to have only so-

ber white sails?"

Michael operates a family summer hotel in Kennebunkport, and long ago told me that his little venture into the boatbuilding business was a great change of pace from hotel management concerns. Apparently this is an enduring benefit for he is still full of enthusiasm for his boats and what they can do for us on the water.

Bay of Maine Boats, P.O. Box 631, Kennebunkport, ME 04046, (207) 967-4282.

Geodesic Designs By Platt Monfort

(Joined us in April 1985)



Platt Monfort soldiers on with what has become the most enduring of his many innovative ideas, his ultralite small boats built from tiny strips of wood, kevlar strands and heat shrink dacron. Their incredible lightness attracts, while their perceived vulnerability puts off, potential builder/owners. Platt is comfortable with having to reassure doubters, he knows his construction technique is tougher than it appears.

Platt's geodesic concept is certainly unique in our small boat game. Earlier innovations included Git Rot, an epoxy cure for rot in wood (he sold the rights for producing this); Stretch Mesh, a flexible woven metal mesh that could be formed over molds into compound curves and then plastered like ferrocement, but with epoxy resin instead; a heavier duty version he called Wireplank, 6" wide woven wire "planks" that could be planked over molds before plastering; and several small boat designs prior to his geodesic revelations, such as a 10' double paddle decked canoe he called Dipka Ky Nu.

Platt indulged in a fling in the ultralight aircraft game, designing and building his own, and attending their annual Oshkosh, Wisconsin, event, now one of the world's largest enthusiast's gatherings. The technology from this game spilled over to become his geodesic boats, and I visited him to do a feature story about all this in our April 15, 1984 issue.

If you ever enjoyed building model airplanes you'll find building one of Platt's geodesic boats a bit of *deja vu*, but when you're done you can climb into your handiwork and paddle, row or sail away.

Monfort Associates, 50 Haskell Rd, Westport, ME 04578, (207) 882-5504, www.geodesicairliteboats.com.

William Clements Boat Builder

(Joined us in October 1985)



Bill Clements advertises that he's been a "Boat Builder Since 1980", demonstrating that he has the requisite staying power to survive in this business. After taking some courses on boatbuilding at the Chewonki Foundation in Wiscasset, Maine, Bill escaped from his hi-tech career to set up shop building boats in the basement of his home on a quiet residential street in N. Billerica, MA. His initial offering of an Asa Thompson skiff at an early Wooden Boat Show at Newport didn't grab the public, but he did get an order to build a Rushton Princess sailing canoe and went on to perfect his glued lapstrake construction method. I first visited Bill to do a story on him for the December 1, 1986 issue.

While several more orders for the Princess came in, he survived on repair work, mainly canoes. He moved into stocking canoe restoration supplies and epoxy for resale, but it was his building of a tiny 13' glued lapstrake Nord Vinden yawl that got him up and running on small boats, and at the show this year he was back with the second of his 14' Tony Dias designed British dayboats, Small. It's actually not small, by the way, but very roomy. This one has been sold and #3 is now under construction.

Bill's growth has been marked by expansions from the original small cellar into an expanded basement shop and then on to a purpose built full size shop in the backyard, still incredibly tucked into the same residential neighborhood. Bill's long climb to success has been abetted by his wife Karen's ongoing employment in her own career that helped them over the rough spots a small boatbuilder is sure to encounter.

William Clements Boat Builder, P.O. Box 87, N. Billerica, MA 01862, (978) 663-3103, <bill@boatbldr.com>, www.boatbldr.com

Arey's Pond Boat Yard

(Joined us in July 1986 as Davis Boats)



Tony Davis wasn't yet operating his Arey's Pond Boat Yard back in 1986, he had just opened up his own shop in one of the granite buildings at the Charlestown Navy Yard National Park site, adjacent to Old Ironsides herself, the *USS Constitution*, just across the Mystic River from downtown Boston. As Davis Boats he offered an Arno Day skiff that he had learned to build while apprenticed to that master boatbuilder down Maine (he also built his own 32' sailboat during this apprenticeship). Tony went on to become the Boston Boat Shop Director at the adjacent Massachusetts Historic Seaport, working on, amongst other projects, building the *Spirit of Massachusetts*.

Tony's quantum leap ahead came in 1990 when the opportunity to buy the Arey's Pond Boatyard in South Orleans, MA, out on Cape Cod, came his way. From tiny boatbuilder shop to boatyard operator caring for over 100 yachts in a single bound. We featured this story in our August 15, 1991 issue.

Tony soon added a boatbuilding enterprise to his Arey's Pond operation, specializing in his own fiberglass catboats, the Arey's Pond Cats. From the initial 12' Kitten he has gone on to offer the 14' Cat, the 16' Lynx and the 20' Cruising Cat, all traditional catboat types flawlessly built in fiberglass in the heart of catboat waters.

South Orleans supports several boatbuilders (see Compass Classic Yachts and Marine Restoration & Salvage coverage elsewhere in this report), one of them, Marine Restoration & Salvage, a new enterprise opened by woman builder Suzanne Leahy. Suzanne spoke highly of the help that Tony had given her getting her start, including work referrals. Tony still recalls his own beginnings and all the guidance that Arno Day provided, and seems pleased to be able to pass some on to a deserving newcomer.

Arey's Pond Boat Yard, P.O. Box 222, 43 Arey's Ln., S. Orleans, MA 02662, (508) 255-0994, <catboat@cape.com>, www.by-the-sea.com/areyspond boatyard

Orr's Island Boat Works

(Joined us in April 1988)



Bill and Laurie Sweetman are our favorite diesel engine dealers. Yeah, I know, they're the only ones who advertise with us (now for over 13 years) but they are just the nicest people you'd want to do business with, a husband and wife enterprise catering to the "iron wind" needs of yachtsmen from their Orr's Island, Maine area.

Bill is an engine nut, and ten years ago at this show he brought in one of his restored old engines, a turn of the century Kermath, that he started up on Friday and Saturday, after the show had closed for the day, so those

of us privy to this little adventure could hear what 2000rpm sounded like.

I remarked to Bill this year that the show seemed to have a little diesel in every boatyard booth, as the new lightweight quieter versions become more available and affordable. Bill smiled at this, for he's been doing diesels forever, really knows them and loves them. His enthusiasm for the old timey engines does not get in the way of his recognition that ever newer technology will continue to revolutionize auxiliary diesel power for boats, and expects to be right there in the forefront of the wave. This is no idle notion for this husband and wife team, both of whom have beaten cancer in the past few years.

Orr's Island Boat Works, 8 Park Pl., Orr's Island, ME 04066, (207) 833-5852, <obw@gwi.net>

Hadden Boat Co.

(Joined us June 1989 as Hadden & Stevens)



Alex Hadden is another boatbuilder, like Tony Davis, who first joined us as part of another enterprise, Hadden & Stevens Boatbuilders. He and Rob Stevens were Apprenticeship graduates who joined forces to get into boatbuilding as a way of life, and their rigorous apprenticeship lifestyle (living in yurts, etc) had steered them for the privations of trying to survive as traditional wooden boatbuilders (living in cabins without electricity etc.). An early effort that held some promise, which later did not materialize, was the tiny lapstrake sailing canoe Piccolo. Alex's own passion was for the Charles Mower Seabird canoe yawl made famous by *Rudder* editor Charles Fleming Day. He built one which he still has today.

In 1992 the partners moved to a new waterfront location in Phippsburg, Maine, described by them as seeming as if they had "died and gone to boatbuilders' heaven", and ongoing projects kept them busy. The one that grabbed us came in 1994 when they built *Olive*, a rakish 24' Pete Culler design for a fast outboard skiff that carried owner Nancy Barrett on her commute down the Piscataqua River to her Portsmouth, NH business at 25 knots with only 70hp. *Olive* was a feature centerfold in our May 1, 1994 issue.

In 1999 the partners split up and Alex moved back inland to continue on as Hadden Boat Company still with that Seabird yawl featured in his ad. Then came the change, Alex got an order from Nancy Barrett to build her a 24' William Atkin tunnel stern Seabright skiff, and when this new challenge got underway, Alex decided it deserved the featured space in his advertising.

Hadden Boat Co., 11 Tibbets Ln., Georgetown, ME 04548, (207) 371-2662, (207) 371-2662.

I was back in Maine, USA. I was elated and cheering myself while I was portaging my gear and boat to the high grassy ground beside the ramp. The small apple tree was still there where I had pitched my tent on my trip down the St. Croix River in 1997. 20 miles in under 5 hours, I was cooking today, and it was still before noon. Going on because it was still early in the day did not even occur to me. The tide was coming in hard and there is absolutely no way to get down to Lubec under these conditions. I had also listened to the marine weather report, and they were right on as usual; suddenly the wind picked up, the sun disappeared, black clouds with corkscrews hanging down from them darkened the sky. Then it rained, accompanied by thunder and lightning. I felt snug and smug in my tent, enjoying my coffee and last chocolate chip cookie and planning the rest of my trip back to Machias, Maine.

I would have to catch the last of the ebbing tide at Lubec tomorrow and hole up somewhere inside of Quoddy Head Narrows, because by then the tide would be running in strong and it would be useless tackling the very exposed formidable 20 miles of coastline towards Cutler. Another 12 mile day tomorrow, like St. John to Lorneville. So be it. The rest should fall into two perfect days of 20 miles to Cutler and 19 miles from there to Machias, both on the early morning ebb tide express again.

I was off at 7am EST the next morning with the ebb tide pushing me towards Eastport. I heard rushing waves on my left all the way down Western Way, steering well clear of the Old Sow, the largest whirlpool in the world, according to the Sailing Directions. I wanted

Just inside of Quoddy Head, Maine, the easternmost point of the US.



Beyond the Maine Island Trail

Part 3

Riding the Fundy Bay Ebb Tide Express

By Reinhard Zollitsch

no part of it. Right then I met two ferries from and to Deer Island going sideways through the fast current. I appreciated when one ferry slowed down somewhat to go behind me instead of crossing my bow like most other power boats have done, on this and past trips. What is it with those guys? From far on the horizon they seem to aim for YOU in your little boat, then cut right in front of your bow leaving you floundering in their wake. I do not get it. Thanks guys.

At Estes Head I encountered the strong ebb flow out of Cobscook Bay and prudently but swiftly ferried across to Treat Island. I liked the fact that it was still ebbing. I had figured everything right again, I thought. Great! But my bubble burst one mile later when I was about to enter Lubec Narrows. I had allowed an extra 30 minutes and was even ahead of schedule, but the tide had already turned. OH NO, I thought, I've got to get out of here, and I pressed the panic button. As fast as I could I eddy hopped towards the Campobello bridge and the customs station on the right to check back into the US. I had missed the ten minute window of slack tide the US Coast Pilot and the Sailing Directions mentioned, and I was quite upset with myself about that, for a moment anyway.

Surprise #2: There was no customs station dock, or any dock for that matter, and the bay on the other side of the bridge was reduced by extensive mud flats to a narrow winding 1 mile long channel leading to an in-water lighthouse. I could not possibly stop or get out. So I ripped out my passport, waved it in the direction of the customs house farther down along the road, and kept on paddling. (I had to ease my conscience; not that I thought anybody could see my passport and would OK my procedure. You understand, don't you?)

Major mud flats and mussel beds right and left pushed me further into the bay towards Quoddy Head, and since no boat was chasing me, I gathered I was OK and went on. Just inside the point I found a nice level grassy field with what looked like a footpath up to it. I beached my boat on a seaweed-covered ledge and explored the options. It looked great, but how do I get there at this low tide?

It looked impossible and for a brief moment I wished it was high tide. But then it would be low in the morning. What a silly thought anyway, you take what you get and make the best of it. And I did. I secured my boat and went exploring, then wrote my trip log of this morning, had a granola bar, tried to find the gray seals I heard across the bay with my binoculars, watched the ferry from Black Harbor to The Wolves, an off-shore group of islands, every time hitching my still laden boat higher up on the seaweed-covered ledges.

When I finally ran out of things to do, I decided it was time to get ashore. I dragged and slid my boat over a more level area to a point where I felt I could begin portaging the whole shebang. At that point I noticed that my rudder had come off. The pivot bolt had come out and had disappeared in the seaweed. Well, better now than rounding a point, I thought, and replaced it with a spare bolt I carried with me.

The place was great, and high tide came right up to the last ledge outcropping, leaving just enough room for my boat above the high-water line. I finally gave up on reading Don Starkell's book about canoeing from Winnipeg, Canada to the Amazon with his two sons. It was absolutely no fun reading anymore. This man is certifiably obsessed, bordering on being mentally ill, without a shred of human kindness or good judgment, as far as paddlin conditions are concerned. I pitied his sons and do not blame them for wanting to abandon him (one did, one didn't). Both should have done so before they even got to the Mississippi. A man like him should go solo and self-destruct. Enough said.

Next morning I was off by 4:40am without breakfast, because the tide was already running out. Half an hour does make a difference in these waters and makes for a much longer portage. I also prefer to put in on clean rocks, not the slippery seaweed-covered boulder field below it. Orion and the last quarter of the moon plus near calm conditions also made me eager to get started and get around Quoddy Head, past the red and white striped lighthouse and across the bar leading out to Sail Rock. At certain tides a heavy tide rip occurs here. I have seen a storm break on this bar from shore some years ago, and it was awesome.

All went well this morning, mostly along a high, rocky, precipitous shoreline. And then the sun came up with a truly spectacular array of light filling the entire eastern sky. The first sunlight to hit the US on this day, I thought to myself. I stopped to take pictures and noticed Grand Manan Island in the distance, big, gray and menacing, as it funnels the tide waters through this channel, ebbing at 2.2 knots, flooding at 2.8.

This easternmost stretch of the American coastline is a formidable and remote piece of real estate. I have always had the utmost respect for this part of the Maine coast. I never made it out here with my little 22' sailboat, but now I was going to do it solo in a 17' sea canoe. There are a couple of bights like Bailey's Mistake or Moose Cove, but no real harbors, just a few houses and fish weirs and arctic gray seals on the ledges at the entrance to these two coves. I fondly remember these big bruisers from last year's trip around the Gaspé peninsula in Quebec, Canada. They are so much bigger than our ubiquitous harbor seals, and their heads have a very distinct horse-like shape with a long rounded roman nose. I also saw numerous ravens and eagles along this remote stretch of coast.

Then Western Head appeared in the distance, at first looking like an island. But when you see the lighthouse on Little River Island you know you are at the entrance to Cutler Harbor. It was still ebbing and I could have gone on, but why. I had already paddled 20 miles without a break in exactly 5 hours, that was enough. It left a perfect 19 miles for tomorrow, and I had to find a phone to set up a

pick-up in Machias for tomorrow anyway.

I left another message for Nancy, hoping she could meet me at the Machias town dock near Helen's Restaurant at high noon tomorrow, the same place where I finished my MIT trip from Portland, Maine in 1997. After the call I found a seawall across from town out towards Western Head and enjoyed the afternoon, except for the long portage out. I consoled myself with every trip that tomorrow morning would be easier, downright fun with the tide practically up to my tent.

Later that afternoon an older fellow on a 4-wheeler stopped by to check me out since I had apparently set up camp on his land. I didn't know that the seawall could be considered part of anybody's land, but after the Moody Beach settlement, things have changed in Maine. In New Brunswick, people assured me, nobody can own the immediate shoreline, and I liked them for that attitude. This rough looking fellow told me that his mother worried about "what kind of a hippie was camping on her beach?" He went on to say that "times aren't what they used to be. You've even got to lock your doors these days". I told him what I was doing and assured him to tell his Mom I was no hippie, and would be gone before sunrise tomorrow.

Those were the words he wanted to hear, and he let me stay. No dinner at the house, though, but rather one of my last cans of Bush baked beans, a small can of fruit and a brisk walk to the point along a Maine Coast Heritage Trust trail which started about 100 yards beyond my tent.

I was off by 4:43am again, some stars and minimal moon as yesterday and calm, a promising start. High tide, though, should have progressed 50 minutes each day, but did not, according to my observations. High was about 3:30 this morning and it was definitely ebbing when I put in. (The official tide calendar would have been handy, but I am a deadreckoning, eyeballer, not GPS and cell-phone kind of guy.) As soon as I rounded Western Head and Great Head, the 26 radio towers of the Cutler Naval Station came into view, a leftover from the cold war, a submarine tracking station. The two tallest ones measure 1025' according to my chart. I was duly impressed by the magnitude of this installation and had to take a picture to show my family and friends. It was so big, I barely got it in my camera viewfinder.

Then for the next two miles, I felt someone in a Jeep was shadowing me, stopping at times, even getting out of the car, looking at me through field glasses, hiding behind alder dumps, till I finally headed into the bay proper between Sprague Point and Chance Island.

At this juncture I noticed that the ebb tide was no longer helping me along, but was distinctly against me. But that could not be helped. The river ebbed even harder between Salt and Round Island and all the way up to Machias, but I could not wait to get there and finish this trip. And then, after the last big mud bank on the left and the outflow from Middle River on the right, there it was, the town ramp, all dry and grounded out on a slimy, slithery concrete ramp. I had made it: 19 miles today in under 5 hours, no granola breaks, no breakfast either for that matter, and it was only 9:35am.

I lugged my boat and gear to the head of the ramp and went over to Helen's Restaurant for a real cup of coffee and a stack of blue



Quoddy Head sunrise, first light in the US.



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berry pancakes. And as I was sitting there at a window table, keeping an eye on my gear, enjoying my mountain of pancakes and endless supply of coffee, it suddenly occurred to me to check with Nancy about the pick-up. The last two phone calls were only messages. Had she gotten them? Could she come? Nobody was home again, which could only mean she was on her way, I thought confidently. And as I was thinking this, finishing my umpteenth cup of coffee, she drove up to my gear, looked around, saw me wave from the window and we met halfway. What a sweetheart, and thanks again for all your support.

This brings this trip to an end also, 220 miles in 11 days, 20 miles on the average, a few miles less than my usual 25 to 27 miles. But this stretch of the Atlantic was different. It required careful planning and timing because it allowed only a very limited window for canoeing, either the ebb or the flood tide plus 1 hour perhaps. You have to go with the flow, in my case, use the ebb tide express and never force the issue. Yes, and do try to avoid the fog, or the Bay of Fundy will bite you.

The shoreline along the Bay of Fundy, if you can see it, is spectacular, stark and beautiful and still unspoiled for long stretches, but remember, it is not very forgiving and therefore this is not a trip for beginners. Doing the Maine Island Trail is difficult. Anybody who has done it will attest to that. The stretch beyond the MIT to the south from Boston to Portland, however, is more difficult, since it is much more exposed. The stretch from Machias to St. John, I found most difficult, but for the same reason also most rewarding, which makes it the top challenge of ocean kayaking and sea canoeing around. That's why people do it, I guess.

My bottom line, however, is to make sure I am having fun doing these feats, every day, that is, and not get obsessed, hung-up, or angry if things do not work out right. Whenever I canoe a new coastline, I always have a well-thought-out and doable plan A, but also a plan B and even C. I don't like to set myself up for failure and I do listen to the little voice inside of me and know when to quit. As long as I have confidence, I can do it; when that

goes, I prudently bail out all of the above is called experience, in case you hadn't noticed).

So what is next? After having completed the 570 mile stretch from Boston, Massachusetts to St. John, New Brunswick, it seems logical to continue deeper into Fundy. But I don't think I would enjoy canoeing around the rest of the bay. The tides are simply too significant the farther you get into Fundy, up to 55', the highest in the world, and that greatly restricts one's paddling time and makes putting in and getting out nearly impossible. Being stuck off-shore with two or more miles of soft, oozy, sandal-eating muck between you and terra firma does not appeal to me, and doing it only so you can say you have canoed around the entire Bay of Fundy, is not worth my valuable time, now that I am 61. But how about the Bras d'Or Lakes or Mahone Bay in Nova Scotia, or the northeast shore of New Brunswick between Shippagan and Cape Breton Island, Nova Scotia? And how about some inland-ocean paddling on the Great Lakes, let's say from Duluth to Grand Portage for starters? There are endless possibilities...

Reinhard Zollitsch 61 N. Main Ave.
Orono, ME 04473, Tel. (207) 866-4872, Fax:
(207) 581-1832, <reinhard@maine.edu>

Charts: Canadian: #4142, #4141,
#4116. American: #13398, #13394,
#13326.

Guides: Canadian: Sailing Directions, Nova Scotia (Atlantic Coast) and Bay of Fundy; Bay of Fundy Tide and Current Tables (which I should have had). American: United States Coast Pilot (Atlantic Coast); Duncan/Ware: A Cruising Guide to the New England Coast.

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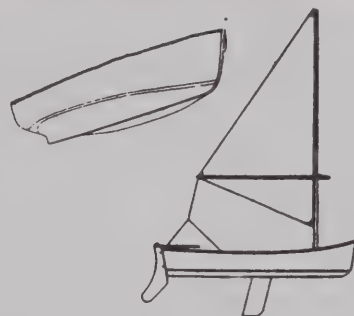
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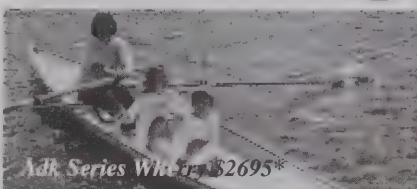
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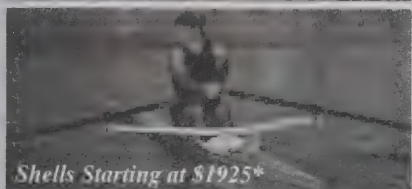
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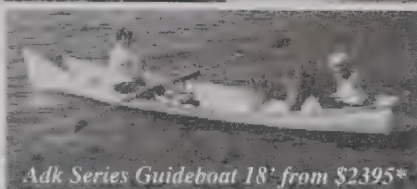
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In The Inside Passage

Part 3

By Hugh Ware

Butedale: In our passage down the Princess Royal Channel, we stopped at another bit of civilization, such as it was. A long-discontinued herring-oil reduction plant with residents who had traded their presence as caretakers for salvage rights. Multiple buildings stepped up a hillside. Other old structures were on piles over the water, the right-end buildings collapsing into the sea ("Happened in the big storm last winter.") A big, bright "Welcome" sign on the pier. That optimistic yet pleading message was repeated alongside in International code flags on a vertical sign; a new kind of totem pole? Or a simple plea for human contact?



Arriving in Butedale.

A small sign on the float warned that ravens will steal your bait while you fish. Much rusted piping and machinery. Also, many salvaged planks, 4" x 12", all at least 20' long and all clear wood, does anybody want to build a boat? Warm greetings from the caretaker and a woman (his wife?). Also present, her daughter, there for a visit. The girl's fingernails are painted red and she talks about going away to high school and entering college in Oregon. It all seems incongruous, somehow. The plant's former mess hall, now used as their kitchen and living space, has tools and gear everywhere and a TV and VCR in

Duen under about full sail on Fitzghugh Sound, is she a ketch or a schooner?



the far corner along with a long shelf full of videos. Another shelf of *National Geographic*s.

They tell us about cleaning up some of the old houses so they can be used as lodges (by whom, one wonders?), the amount of wood needed for the stoves each winter, their efforts to clean out the unwanted machinery and sell it off. Photos are shown of big fish caught, small cruise liners nosing into the pier below us, other visitors. A storage battery-powered VHF radio murmurs routine traffic on channel 16 as it keeps in touch with the local world. Nice people, but really quite alone. They tell us there is a nice lake a short walk up the hill, but we haven't the time. An aerial photo, seen later, shows the lake to be pretty and not far. We should have walked there.

Duen's Rig: On and off during the two weeks of the trip, Michael and I argue about exactly how *Duen* is rigged. I maintain that she is a schooner since the front mast is shorter, but he said she is a ketch. In our give-and-take, mast diameters are mentioned (they looked the same to me), something about a permanent topmast on what I must here call the front mast, and possibly the relative sail areas. Anyhow, he wins de facto because later we paying deckhands have to hoist what he calls a mizzen sail on the after mast and a mainsail on the front mast. Readers, judge for yourselves from the photo of *Duen* which of us was right!

Old Bella Bella: This town is mostly a large, modern cannery built and owned by a

native tribe and unused now except for cold storage. Semi-trailer trucks are parked outside with reefer engines running. A landing for the large ferry *Queen of the North* is alongside the cannery. The *Queen* makes regular runs past Bella Bella, north one day, south the next. Out in front is a float with an old RV trailer on it and two Indian canoes alongside, their sides covered in traditional First Nation patterns. A look inside one shows it is made of fiberglass and the maker is Clipper. I had hoped it was a wooden canoe made by the Indians.

Michael has arranged for us to be met by someone and, after a wait, she shows up. She is Kathy Brown, businesswoman and wife of an Indian leader. He's away on business (earlier, we had been told that he was a "hard case" as a youth so, in accordance with tradition, the tribal elders had marooned him alone on a small island until he decided to change. Change he did, and came ashore to go to college). She gives a short talk about traditional life and we learn that the fiberglass canoes are used for canoe trips and expeditions they run as part of an effort to help the tribe bootstrap up from reliance on traditional sources of income such as fishing and welfare. The expedition business is called SeeQuest Adventures (explore further on their website at www.seequest.com.)

Kathy takes us to the site of their "long house", soon to be erected. She proudly hauls back a tarp to show the house posts, short, massive logs, carefully peeled and then carved and painted by a noted Indian artist. Striking. Would be totem poles if stretched out skinny and set up outside but instead they will be inside supporting the massive, long roof timbers of the long house.

We decide to walk to a local stream. Several Indian children offer to guide us and play like puppies along the dirt road as we walk. We meet a pickup with several men. They tell us they just shot a bear (visible as a black furry hump in back of the pickup) at the stream and they left other bears there who possibly might be riled up now. We turn back, noting that the kids have suddenly disappeared at the mention of possibly angry bears. We spot several sandhill cranes flying high overhead. Very long wings. The ferry arrives and departs during night, taking the reefer trucks, but the noise doesn't bother us at the float on the other side of the cannery building.

New Bella Bella: Next morning, we move a mile or two to New Bella Bella, a town created when it was decided that Old Bella Bella had too little space for growth. There are several long floats off a pier, now quite high above water due to low tide. The shore-leg of the pier transitions into a road up a steep hill to an intersection with the main street. This has a dozen or so homes and some shops. The school, church, etc., are up farther up the hill. We have breakfast on deck of *Duen* with Kathy Brown and her friend Connie. Nice people and we have a good time together.

Duen is re-fuelled and Tim shops for groceries. We stroll up to the main street and look around largish grocery-cum-everything-else store (drugs, clothing, hardware, etc). I case the joint for exotic luxuries we can't get at home; find none (surprisingly, often I find something I can't get at home in such stores). We buy some souvenir T-shirts for our grandkids. Post office is closed because it's Saturday so we can't mail postcards. People go off for short explorations in several directions.

I examine the local boats and talk with several fishermen. I also chat with the operators of a small tug. I'm pleased that I guess its horsepower (about 500) and engine make (GM) but am miffed that I guess the wrong engine model (12V-71 vs 9V-92). Have a chat with owner of a newly arrived boat. He is an artist who left Vermont for a northwest home/studio in the boat. He says he prefers the northwest and he and his woman companion seem content as they remove a kayak from atop the boat.

I note that many small fishing boats seem to be a popular local design, rectangular, about 18' long, and looking much like large, aluminum mortar-mixing troughs with boxy, raised bows, compartmentalized midsections (for sorting fish? strength?), and outboards. Fishing for halibut seems a favorite weekend recreation; several parties are gassing-up and departing. A fishing vessel about 40' long tows in a similar but disabled vessel. It is nail-sick and slovenly kept, and its two crew are happy-go-lucky types but are also out-of-luckers, I'd judge. They're cheerful, though.

Bears: We might have spotted three kinds of bears; grizzlies, black, and a rare variant of the black bear known as the white, "spirit", or *Kermodei* bear. We saw no grizzlies but did see both of the other kinds several times. Bears were fishing for salmon, and we saw salmon caught thusly. Bears also patrol the low-water mark to see what the sea has cast up, and we saw that too. I will briefly recount two encounters.

We were in the Zodiac when someone spotted a black bear along the shore of a cove. We dashed in, slowing as we neared the bear (*Duen's* operators were extremely conscious of the intrusion of man and were careful not to threaten wildlife). He, a good-sized bear and obviously healthy, ignored us and continued picking a careful way among the rocks at water's edge. We paralleled his path, close enough so that telephoto lenses could get good pictures but far enough out so that we presented the minimum of threat.

He continued his patrol, finally turning away and heading for the nearby woods. What happened next may be categorized as anthropomorphizing by me, but I firmly believe this bear was expressing his opinion of those who watched while he foraged. He stopped, broadside and with head turned towards us. Then he "dumped". Once, twice, thrice, four separate loads. Turning his head away, he then stepped into the invisibility of the woods.

The white bear is not an albino. A "spirit bear" is the offspring of black bears that possess doubly recessive genes, or so we were informed. On Princess Royal Island, which we passed by for several days, about one out of five bear cubs is white while siblings may be black (on nearby islands and parts of the mainland, the ratio is far lower. Where bear hunting is allowed, the white bear is protected but its black siblings are not). The white bear is not common, some residents having gone long periods without spotting one.

It was rare that we had another boat near us except in passing. One day, we saw a motor launch from some kind of wildlife lodge idling along while an associated launch was closer to the shore. Michael must have heard something on the VHF radio, for we were rapidly bundled into lifejackets and the Zodiac. Operated by Tim, it roared off after the launch, which, by now, had headed to the right



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Walking back from town in New Bella Bella.

Late breakfast at New Bella Bella.



of some rapids marking the exit of a river. The launch was quite close, disturbingly close, to the shore and we saw it was following a black bear on a low-water patrol. Soon, the bear stepped into the woods, and the water-jet powered launch turned and sped back to the mothership. We were slowly returning to *Duen* when the VHF handheld in the Zodiac's emergency pack crackled into life. Michael, on the *Duen*, had spotted a white bear near the rapids! And, better still, the other boat hadn't!

There he was, on the far side of the rapids, a creamy white wonder, almost a miniature polar bear but of differing conformation. He started a patrol of the water's edge in the other direction. As he came to large clump of trees with a small opening beyond it, we saw, to our utter surprise, that this glade was filled with perhaps a dozen people. One had a videocam camera set up on a tripod near the

shore; another held an umbrella against a rather innocent drizzle. The bear walked past without seeming to notice them but most retreated a few feet. It passed perhaps ten feet away and below the cameraman, who panned down to get what must have been exceptional footage. The spirit bear's patrol ended a few hundred feet up the shore, where a stone outcropping dipped into the sea and blocked the bear's path. Pivoting around, the bear patrolled past the people again, once more paying them absolutely no heed. It continued past the clump of trees and out of their sight until he reached the stream.

At this point, an impartial observer might have judged that the people on shore had had the better viewing experience but what happened next might have changed the observer's mind. The white bear waded into the foam of the rapids and stared down intently. Suddenly,

it belly-flopped. Spray flew in all directions and so did a number of salmon, silvery streaks arcing out in escape. The bear straightened up, then deftly scooped with a paw and hooked a fish. Taking the next course of its daily dining with it, it walked upstream, still out of sight of the other party, and into the woods.

Michael had somehow managed to replace Tim at the Zodiac's controls (the details of how this swap eventuated I have forgotten) and he was taking photos as fast as he could. Upon the disappearance of the bear, we were heading back to *Duen* when Michael unwisely uttered certain fateful words we were not to let him forget, although they were quite fitting for a naturalist. "That was better than sex," he exulted! Obviously, it had been too long since he had seen Manon.

(To Be Continued)

Duen at dockside in New Bella Bella.



A white bear ignores a shore party.



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My friend and fellow Ancient Mariner model sailor, Tom Simpson, builds pretty looking boats that always seem to sail so well. A meticulously patient and painstaking builder, and an engineer by trade, who delights in solving problems associated with his projects, his latest offering is *Thistle*, a magnificent cutter of racing lines, based on an 1898 English pond yacht.

At 81" (2060mm) long, this is indeed a large model, and is Tom's interpretation of a pre-turn of the century America's Cup yacht built to a scale of 1:20. The hull is planked single skin on sawn frames at 4" centres, the planking 3/8" wide x 1/8" thick. New Zealand kauri timber was used, this being a timber extensively used for boat building here around the turn of the century. The decks are ply, with the deck planking, toe rails, cabins, etc. constructed out of teak. The spars are of Oregon pine salvaged out of an old dinghy mast, the sails cut from the sail of the same 10"6" sailing

Thistle

A Gaff Cutter of Classic 1898 Lines

By Mark Steele

All fittings, deck winches and the cut of the sails, are in keeping with the period, the line drawings of the hull coming from the *Yachtsman* magazine 1900. All fittings are made by Tom out of bronze, and all the standing rigging made of braided dacron polyester of 80lb test. This can be tightened to an incredible tension, and will neither stretch nor break.

To enable transportation in Tom's car, the mast is stepped on deck to enable lowering. To make this possible, Tom built a small bottle

jack into the bottom of the mast. The rigging is all set up tight, with the mast lifted slowly by the jack, and by lowering the jack, the foot of the mast lifts out of its base and moves forward, allowing the whole rig with sails to lie flat on the deck.

Even with a large winch, the pressure is considerably more than desirable, so all the sheets are on double purchase, the sheeting on a continuous line along the decks, entrance to the winch being behind the main deckhouse. *Thistle's* sail area can also be reduced for windy conditions. The 23lb lead keel allows for good stability, and in spite of the small rudder blade area, the boat handles extremely well.

The beam is 325mm, draught 270mm, sail area 1.217m, displacement 15.89kg. What an impressive sight this model boat is on the water, a head turner if ever there was one. A refreshing blast from the past best describes her. A great classic design, and wonderful workmanship.



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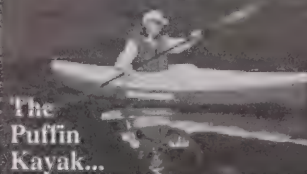
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The Sails Point Sharpie

A New Design by Jim Luton

I've recently found my mind drifting from its usual focus on outriggers, tris, and fast cats, to land on a former love of mine, the sharpie. My old volumes of Chapelle have found their way into the light of day, and once again are on top of the stack.

The design shown here is one I've adapted from the double ended types found on Maryland's Eastern Shore, and used initially for crabbing. In their smaller versions, the watermen could wade in the eelgrass rich shallows towing their boats behind and dip netting for soft crabs or peelers. They could also be rowed or poled, and were sailed as well. These double ended sharpies, or skiffs, as they are also known, soon developed into elegant gunning skiffs and later were raced as well. The owner would put on a huge rig which required several crew sometimes riding the "pry", or hiking board, to stay upright.

The Sails Point Sharpie, named for the hassocks out between Ruffle Bar and Canarsie Pol in my home waters of Jamaica Bay in Brooklyn, New York, would be perfectly at ease in the marshy shallows and narrow, winding channels, yet large and able enough to venture into much bigger water. Her construction method has been updated, to utilize sheet ply and glass. To keep her as light as possible, yet strong and stiff, I would plank her with 3mm ply over moulds and ribbands, adding a layer of foam and then biaxial glass. The arc bottom is a developed surface, which will allow a single sheet of ply to make the compound curves.

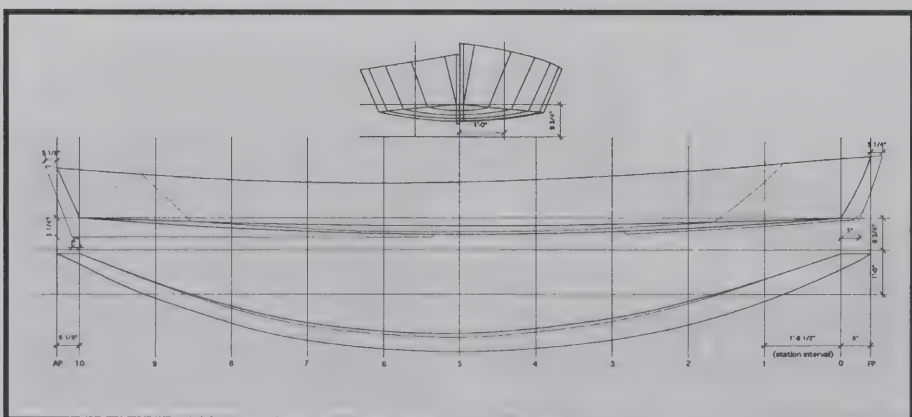
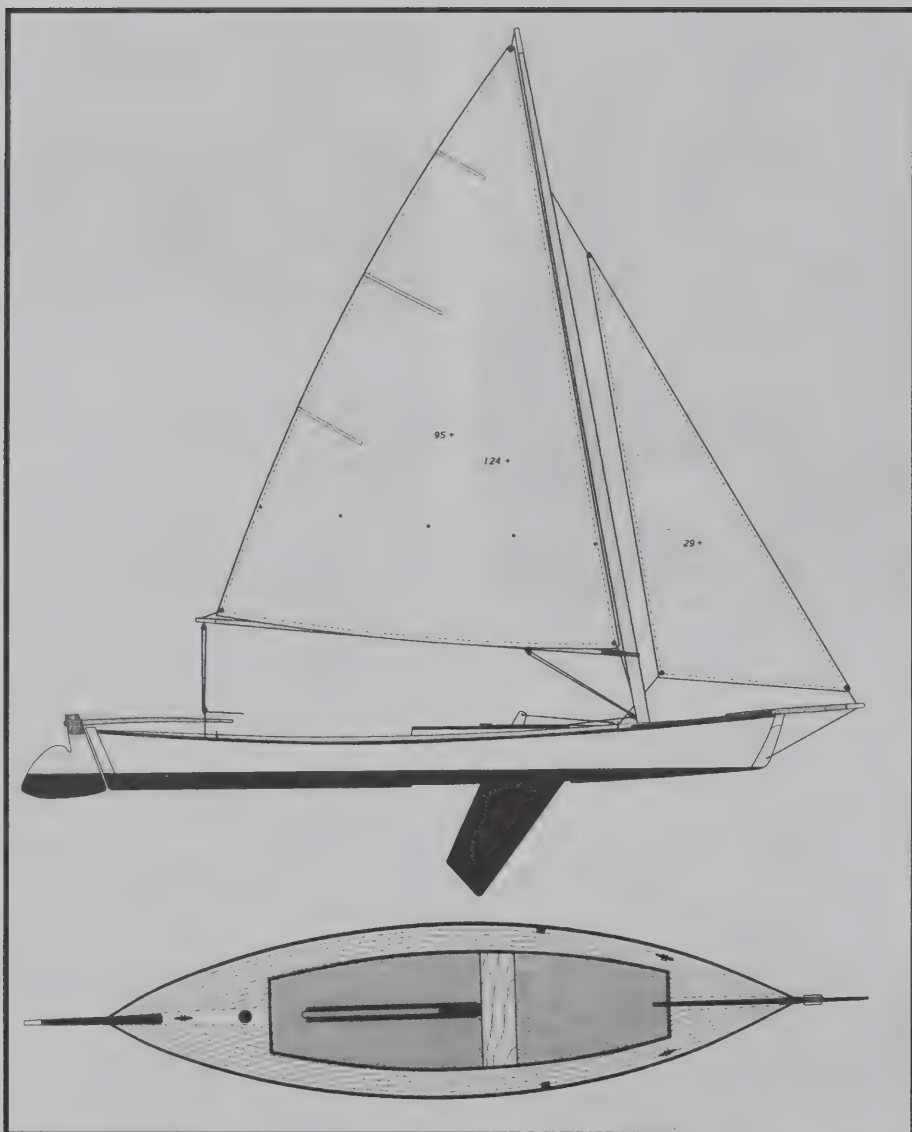
Once off the moulds, two bulkheads and four ring frames of 3/8" ply are bonded in, providing a clean, uncluttered interior. I've shown a laid cedar deck which would be beautiful, if somewhat time consuming to construct, but the same ply, foam, and glass as used for the hull would be perfect here. The shell will be extremely light and stiff, a necessity at my club where we launch down a ramp to a floating dock. For solo sailing, some inside ballast could be carried in purpose made boxes flanking the centerboard trunk. The thwart abaft the trunk could be made removable at rest, to allow sleeping aboard on floor grates.

The rig has been updated as well. Sharpies would usually carry a sprit boom which is light and very simple, but I prefer a normal boom, which allows more latitude in sheeting arrangements. The jib is designed to tack to the bow sprit with furling gear. These sharpies originally used a club on the jib's foot, which allowed the rig to move further forward. The club was tacked to the bowsprit some distance abaft the jib tack. The club also allows the jib to set well downwind without a pole. I might consider this option myself, as the whole rig, centerboard and all could move forward, enlarging somewhat the aft cockpit. But I would have to give up the furling gear, making it a little more fussy to single hand.

This is the first of the sharpies I've drawn, but more are sure to follow. Maybe I'll get around to building one myself. I hope so. See you on the water.

Jim Luton, <http://www.islanderdesign.com>, <jim@islanderdesign.com>

Note: This article appeared previously in *The Blade*, the Newsletter of the Sebago Canoe Club.




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Bolger on Design

Concept Study For A Shoal-Water Day-Sailer

22'9" LOA x 19'6" WL x 6'6" B x 1'0" D, 202sf SA

We see a lot of people who enjoy working the flats and creeks of the Annisquam River. Some of them use the indigenous Monticats, built at the Montgomery Boatyard in Gloucester, but the wood-hulled Monticats have mostly been replaced by fiberglass SturdiCats. SturdiCats are built from an Edson Schock design that must be nearly as old as the 1921 Monticat. They're almost, if not quite, as nice-handling, which is a very strong statement. We don't enthuse over the short-boomed jib-headed rig in a catboat, but the SturdiCat hull shape is close to a rigor, to be improved-on only by going to something entirely different, which, for their intended use, is not in sight.

However, there are also a few who like bigger boats, and most of these have fairly deep keels. Sailing a keel boat in those waters is a challenge. A few years ago there was a man who had a Shields One-Design, a beautiful S. & S. design drawing close to five feet.

We've seen him feeling his way up with the tide, sitting on the lee side with a sounding lead in hand, and never saw him ground her. Very nice seamanship and good for the ego, but hardly the tranquil relaxation most daysailers have in mind.

This cartoon study was an effort to cater to someone who wanted more speed and power than the 14-footers offer, but that could follow (or lead) them into the backwaters of Jones Creek and Mill River with no more concern than keeping an eye on the tide table.

The study wasn't carried far enough to determine how much ballast the boat would have, but it would have been considerable. This wasn't supposed to be a light and flighty boat, but rather to have the momentum and indifference to angle of heel of the keel boats. Since Ipswich Bay is the way to more intriguing creeks off Essex Bay and Plum Island Sound, and it can be very rough, the boat was

also to have plenty of buoyancy and easy lines, and to be able to recover from a deep knock-down in a squall in spite of her shoal draft and low freeboard.

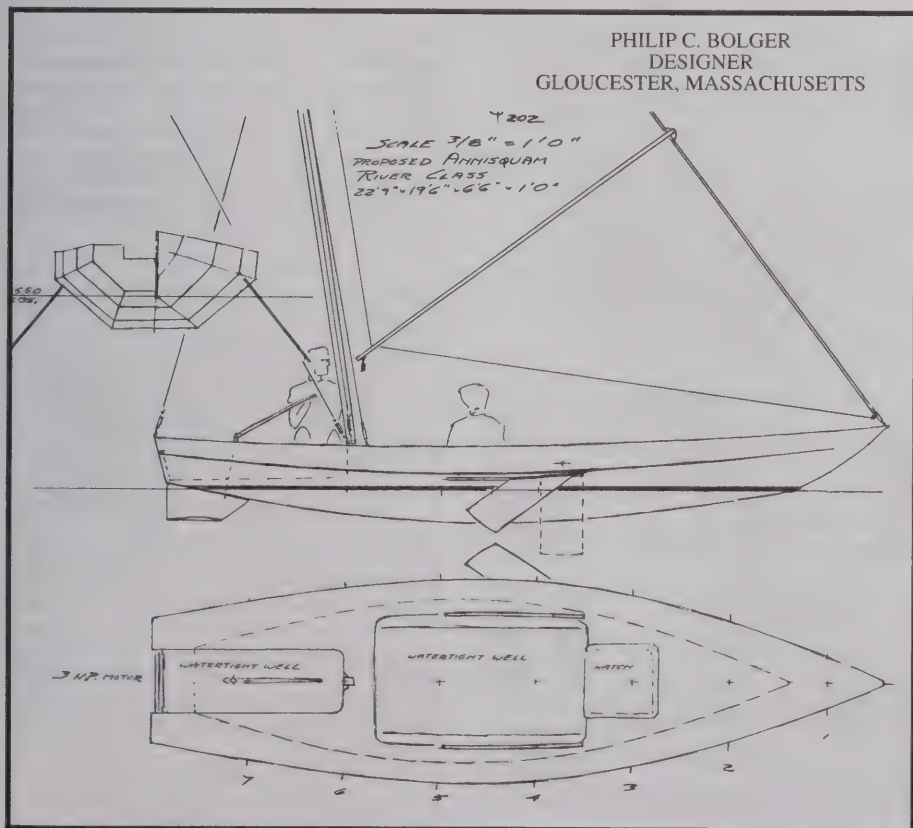
Hence the heavy ballast, the high and wide bilges above the waterline, and the watertight cockpit wells. Also the staysail cat rig, with a single sail, docile to handle and with some tendency to lift instead of heeling the boat (the drawbacks of this rig are that the boom tends to center itself in light airs, and that it needs a tall mast and a lot of very stiff standing rigging). The concept doesn't depend on this particular rig and it's likely that a conventional sloop rig would have been more popular.

The bilgeboards hold on in shallower water better than a centerboard, and they have the nice quality of drawing much more water when the boat is heeled than when she's upright. Instead of feeling for the edge of the channel with lead and line, you listen for the first touch of the bilgeboard on the sand. When you hear it, just put the helm down, or start the sheet, to let the boat come more upright, turn, and go off on the other tack back into the channel.

Off the wind, with the boat running upright, the bilgeboards can be brought up to the one-foot draft of her hull and rudder, and still show enough area to keep the boat from skidding around; actually, enough to work to windward, though a normal angle of heel would put the bilgeboard lower; probably two feet would be about the least depth in which she'd make much progress to windward.

Construction was to have been sheet plywood with the joints taped and filleted with epoxy. There are no hard curves or twists, and she could readily be totally watertight. The hatch forward gives access to generous dry, secure stowage. The midships well is double bed size if there was occasion to sleep on her. It would be easy to rig a good tent with the wishbone boom for a ridgepole.

This concept went no further, no building plans for it exist, and it's likely to be a long time before we could make time to carry it further. For the time being, strictly for day-dreaming.



Introduction

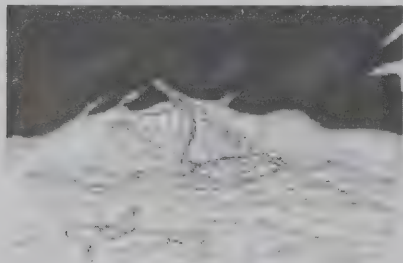
This is Part 5 of a series of articles which began in the March 1 issue which will be an interactive study of a small boat adventure, an analysis of events described in Chapter 12 of Stephen Ladd's book *Three Years in a 12' Boat*. Each article will include a question or questions for interested readers to consider answers. Suggested answers will be included in the following articles.

The purpose of this series is to look at the problems facing people who go off adventuring in small boats. Stephen's boat was self-designed and self-built. Was it designed correctly for the conditions it might face? That question is the focus of this study; to look at not only Stephen's boat but also design aspects of all boats used for such adventures.

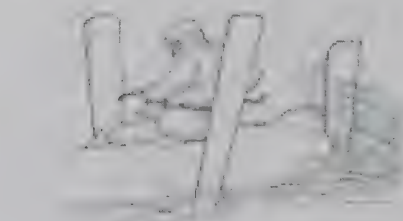
Safety of the boat and its crew must be the very first thing any small boat designer must consider when he designs a boat.

First Things First.

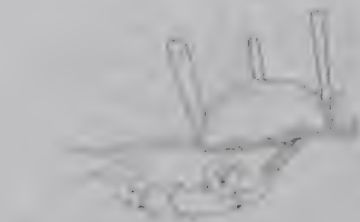
Suddenly Stephen's world is transformed from a peaceful to sleep to total chaos. In the last article we had decided that the wise thing for him to do was exit *Squeak*. He did exit.



An emergency pack should have been available; it should have included rain gear among other things. Hopefully in that pack would be some wool underclothing to be put to use preventing heat loss. To minimize heat loss Stephen used his belt over his rain gear. It helps retain body heat by limiting water flow.



If the boat had not righted it self, Stephen's very first move should have been to secure the hatch to the main cabin. This would have minimized the amount of water that could have entered the cabin and saved Stephen a lot of bailing later. Also, it would have saved losing a lot of gear.

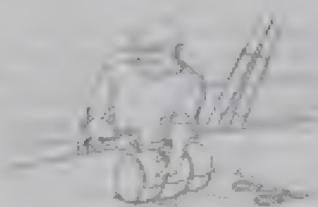


Capsize, a Study of an Adventure

By Don Elliott

One good thing is *Squeak's* hatch was larger than a normal hatch, making for an easy exit. The drawing shows a hinged hatch, when in fact it was a sliding one. To seal a sliding hatch is harder to do. There are two requirements for any hatch. One, it should be easy to exit. Two it should be able to be shut and sealed. All hatches should be carefully designed. They should be strong and be secured against loss. Stephen's broke off and was lost.

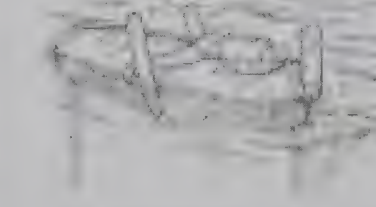
Prior preparation can save your life. If Stephen had made his safety gear more accessible it would have saved him a lot of work. He would not have flooded the aft cabin by opening it get to his rain gear. An emergency pack should be prepared and installed in an easily accessible location. This can easily be done on any boat.



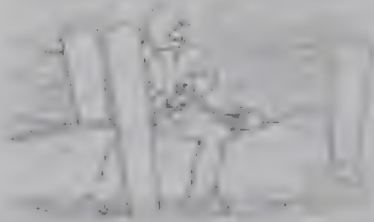
Questions: What should be in that survival pack? What is the best method to right the boat? What else would have saved Stephen a lot of trouble in this situation?

Struggle for Survival

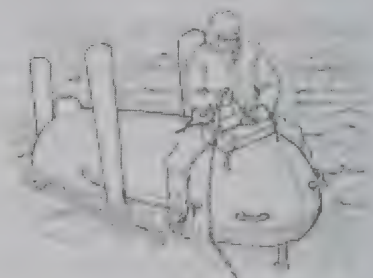
In a situation such as Stephen's, his very first thoughts would be hopes of a rescue. Is it likely in these conditions? Is he prepared to signal a ship if one comes within sight?



Once in the pitch dark of the night he saw the lights of a fishing boat. It did him no good however, for his flares were inaccessible, trapped inside the hull beneath him. Stephen might have been saved at this point if he had a survival pack within easy reach. He might have been able to signal for help.



Some items in that survival pack should have been flares, food, a knife and a heaving line, just in case that ship did come. Stephen now decided he must save himself. A reader suggested he tie a life jacket to the halyard of the mainmast and hoist in downward to the top of the mast.



This would make the righting much easier, if the main halyard was accessible and the conditions would have allowed it. Also a life jacket would have had to be available. It would be risky to use his own. Besides Stephen was able to right the boat alone without resorting to these measures, definitely an asset.

To wait for a ship to arrive may be the wrong strategy. In reality it is better to plan ahead to be able to save yourself without outside help. For that help may have never come.

Questions: What was the major design feature that allowed *Squeak* to be righted? What major design feature made the saving *Squeak* more difficult? Would making the boat beamier in the first place, been a good idea? What equipment on board *Squeak* will be used ultimately to save Stephen?

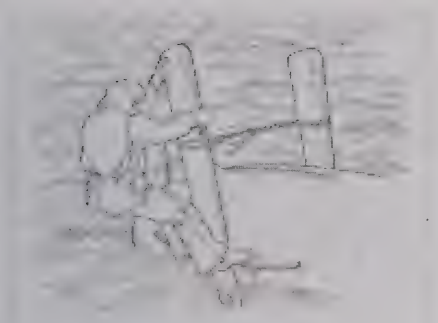
Help That Never Comes

How long would Stephen have to wait for a rescue ship to arrive? A day, two days? These thoughts surely ran through his mind. Stephen decided not to wait and began the process of righting *Squeak*. *Squeak's* empty weight was 250 lbs. She had a beam of 4'. With a small amount of leverage *Squeak* should be easy to turn upright. All that had to be done was to overcome the weight of the spars, which were now holding the boat upside down. By standing on the leeboard risers and heaving back on the leeboard, the boat could easily be swung upright.



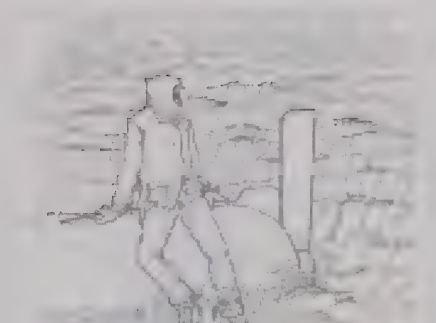
In View A you can see Stephen has a great deal more leverage than he had by being strapped to the hull (described in an earlier article). Now compare View A with View B, note that if Stephen had made the boat beamier, it would have been harder to right, or worse not been able to be righted at all. So, small, light boats that may have to be righted alone need to be narrow. Also when you make a boat wider, it becomes heavier, making righting even harder yet.

To prevent breaking the leeboards off, it would be a good idea to lash them together, unless of course they're plenty strong.



How important is it to be able self-right *Squeak*? Couldn't Stephen just have waited to be rescued, and saved himself a lot of effort? What would happen to Stephen if he were unable to right the boat?

In truth, it would have been very sad. If *Squeak* had not been able to be righted, a sea current could have carried him out into the Pacific, far from any help and with little chance of survival. This sketch shows the long and terrible wait for help that may never come.



Anticipation of the worst possible conditions must be considered in any venture of this type.

(To Be Continued)



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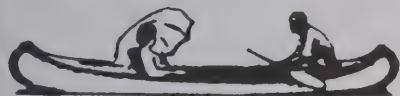
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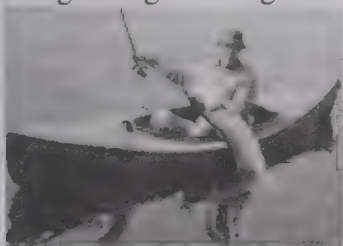
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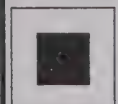
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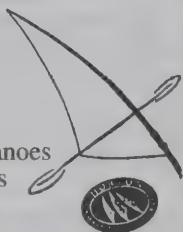
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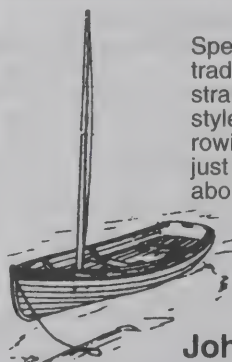
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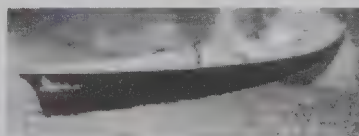
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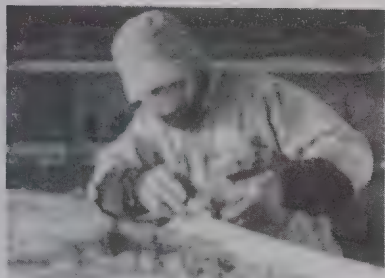
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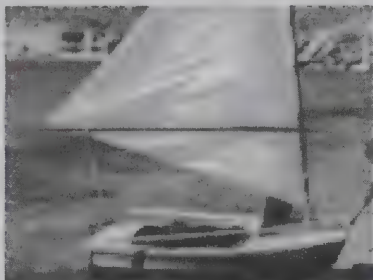
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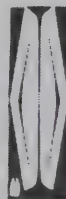


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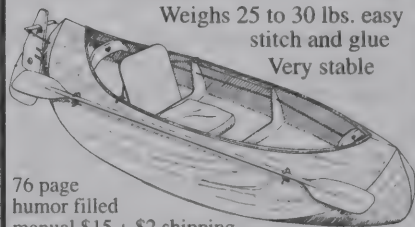
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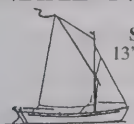
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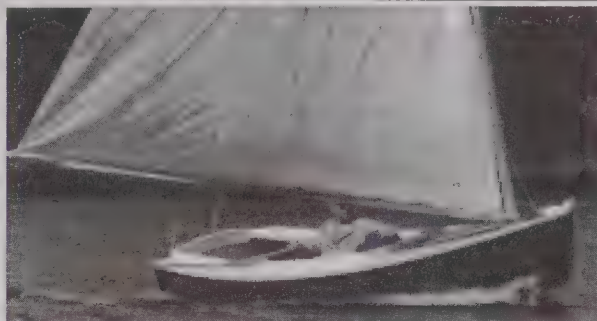
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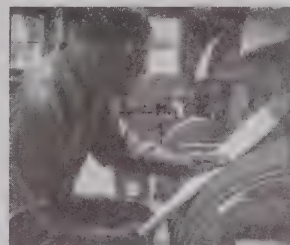
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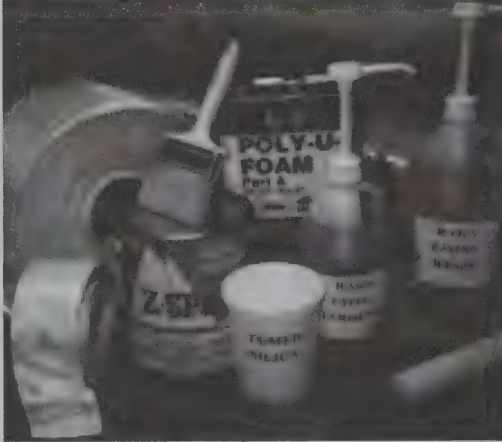
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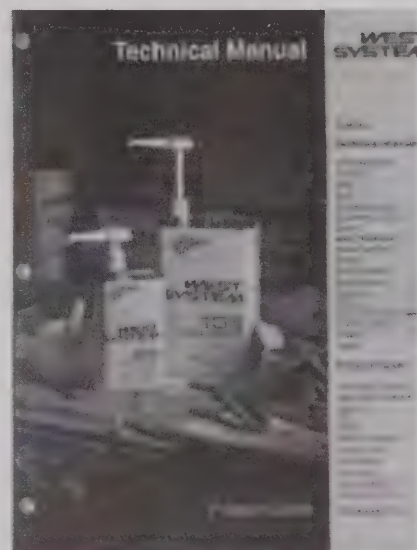
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Boreal Design & Wilderness Systems Kayaks, we are now new regional dealer. Still dealer for Old Town canoes & kayaks going back over 50 years! Hundreds are on display at our store. FERNALD'S MARINE, Rt. 1A (at Parker River), Newbury, MA 01951, (978) 465-0312 (TFP)

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Drascombe Driver, 18' yawl, 7hp IB, tanbark main, roller jib & mizzen, oars, compass, ground tackle, dodger & trlr. Never on mooring. Meticulously cared for during yrs of use. \$5,000 OBO. BROOKS FERGUSON, N. Andover, MA, (978) 682-6851. (24)



22' Friendship Sloop, '77 cedar on oak, bronze fastened. Volvo Penta MD5 diesel. Cabin slps 2, portable head fwd, storage areas under berths. 2 sets sails, new jib '99, main reconditioned '00. Well maintained, stored in dry winters. Located Lyme, CT. HARRY OAKLEY, Lyme, CT, (860) 434-1394. (24P)



29' Dbl Ended CB Cutter, draft 30", beam 9'6". Blt Croatia '60 as W. Garden "Viking 28" marconi sloop. Extensively rblt by owner '93 to gaff cutter design by Nat Benjamin. Sails by Nat Wilson, new Yanmar 18hp diesel. A handsome, able, comfortable and wicked salty vessel. Perfect for LI Sound or Chesapeake Bay. ROBERT WOODRUFF, Vineyard Haven, MA, (508) 693-8447. (24)

Clearance Sale: Lyman (NB to all Lyman nuts, this boat has been seriously modified as a large open skiff) 15'6" lapstrake boat #30174? Professionally reinvigorated, matte interior, bright finished seats, rails, transom. \$900. **Old Town 17' Sponson Sailing Canoe**, '29 #102646. Orig functional canvas, dark green. Interior, seats and rails have been professionally restored by Thomson Canoe Works. \$899.99. DON GAGLIARDI, New Hartford, CT, (860) 379-1510 before 9pm please, lv message. (24)

22' Bristol Fiberglass Sloop, '75. Recent sails, rigging & winches. 9.9hp Johnson. Solid keel 3' 6" draft. Launching in April and must sell by end of May. Come for a sail. \$4,900.

STEVE BAILEY, Branford CT, (860) 673-1708. (1)

21' Shell, like new, rowed only a few times. Little River, Cambridge model. Compl & ready for the water, \$1750.

RON KILBURN, Oriental, NC, (242) 249-0508. (1)

'52 Bigelow Cat, Wenaumet Kitten, 13'0". Whisker maintained by Bigelow, Monument Beach, MA. Refastened '88. New cb 2000. W/spinnaker (no joke) & boom tent. Sailed in West Bay, Osterville last 20 yrs. \$4,500.

BRUCE KETCHEN, Weymouth, MA, (781) 749-8294, <deedc@mit.edu> (1)

'78 Alden Ocean Shell, single scull w/Oarmaster sliding seat rig for recreational rowing. Dark blue hull & light blue deck. Compl ready to row. Incl classic 9' John Collar wooden oars in exc cond. New boat w/oars \$2,500, selling compl for \$950. **Piping Plover**, classic 12' rowing tender. Hand laid fg hull, positive flotation, extensive hand fitted teak trim, bronze hrdwre, stable & ltwt at 95lbs. This boat is 1 of only 23 blt by Davis Bros. Marine in Westport Point, MA. Shaw & Tenney flat blade spruce oars w/leathers. A beautiful classic tender in exc cond. Asking \$1,950.

BILL LAMBOT, Old Lyme, CT, (860) 434-0722 home, (860) 236-9998 Hartford office. (1)

Sea Pearl 21 Cat Ketch Sloop, Hull #201, Marconi rigged, llds, green hull & gold sails. Hutch trlr, Johnson 4hp long shaft ob. Pram top. 1 owner boat which has been garaged since new when not in use. Extensive boat & cruising kit equipment incl. List available upon request. Selling as package only. \$6,500 through May 31, \$7,000 from June 15. Price firm.

RICHARD J. DIX, POB 103, Hesperia, MI 49421, (231) 854-3545. (1)

Charlotte, 11'6" x 27" frameless lapstrake canoe, 25lbs. Shaw & Tenney ash spooned dbl paddle. Some brightwork around gunwales, hull crimson red w/tan interior. Heart shaped backrest. In exc cond. \$1,300.

TONY FIORE, Palm Coast, FL, (904) 446-5519, <windless@earthmax.net> (1)



Lowell Dory Skiff, professionally blt per John Gardner's Building Classic Small Craft Vol I. Okoume plywood bottom (3/4") & sides (3/8"), hrdwd frames, ribs, stern & transom, fastened w/epoxy & bronze. Heavy duty blt in every respect to last a lifetime. Sprit rig on spruce mast & spar. Sails & rows vy nicely, can be used w/small motor. Just completely repainted. No trlr, owner will assist w/delivery. Garage kept, in exc cond. \$2,500. Pictures & further info available.

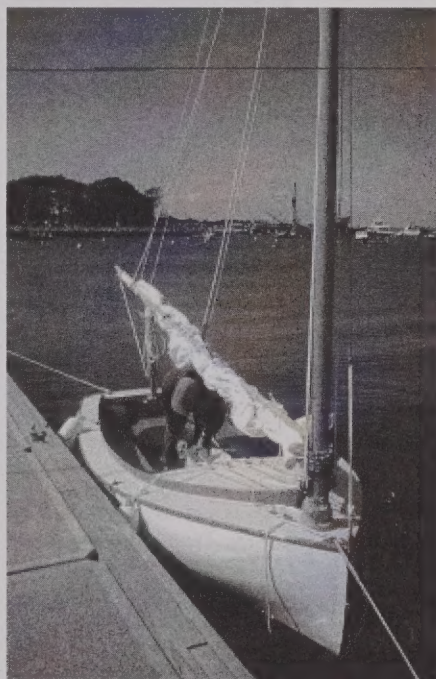
JOE WISEMAN, Virginia Beach, VA, (757) 420-3427, <DoryJoe@aol.com> (1)

Lowell's Surf Dory, 19' sloop rigged, classic Swampscott Dory w/trlr & OB (5hp Yamaha w/alt) all in vy gd shape. Just restored by our boat shop, incl oars & cover. A top notch boat in gd shape. A sister boat was listed in *WoodenBoat* for \$11,000. \$8,000. **Scarborough Sailing Skiff**, 17' traditional boat w/cross planked bottom that nds to live in water. Sprit rigged w/oars. Beautifully restored in our shop at the Navy Yard. \$2,000.

ALEXANDRIA SEAPORT FOUNDATION, Alexandria, VA, (703) 549-7078. (1)

22' Chris Craft Cutlass, '64. Lapstrake hull, cuddy cabin classic, rblt 327-F V-8, lg cockpit. Ideal fishing runabout or picnic boat. \$9,900.

FRANK WOODRUFF, Bear, DE, (302) 834-3142. (1)



Graceful Bigelow Catboat, classic 14' hull (ca '35) gaff rigged. Fully & professionally restored w/all new ribs, deck & coaming, rudder, CB case, cypress seats; beautiful new Sitka spruce spars, Nat Wilson sail w/3 reef points, leathered mast hoops. Wood & original brass blocks & hrdwre. Canvas boom tent. 400lbs lead ballast. Fully rigged & ready to go on sturdy trlr. \$9,000.

SALVATORE RACITI, Plymouth, MA, (508) 224-2111, <salvy@animationcafe.com> (1)

19' Drascombe Lugger Yawl, FG, gd cond. Recent 4hp Yamaha OB, trlr. \$4,800.

HENRY SWAN, Westport, MA, (508) 636-2519. (1P)

Sea Pearl Tri 21, Feb 2000. Yellow w/lt gray deck, 2 biminis, 2000 4hp 4-stroke Yamaha ob, hvy duty trlrw/brakes, nav lights, compass. \$17,300.

RAINER KERN, Rosenbeg, TX, (281) 342-2692, <buba6@evl.net> (1)



30' MacKenzie Cuttyhunk Bass Boat, blt '72, surveyed '98. Nissan diesel 220hp, 120gal fuel tank, full electronics, documented, mahogany on oak frames. Grt sea boat in exc cond. \$20,200.

BOB OSGOOD, Kittery, ME, (207) 439-9469. (1)



16' Bolger Sharpie, '98 cat yawl. West System, marine ply & mahogany, tanbark sails (dacron) by Dabber, sprit rig, single leebrd, folding rudder, 6' cockpit, cedar flrlds. Vy fast & stable. \$1,800.

BURKE LIBURT, Orient, NY, (631) 323-2438, office (800) 615-6305. (24)

'98 Custom Blt 16' Swampscott, sternwell, sailing dory by Roger Crawford. Looks like wood Lowell, but FG hull & heavy teak. Custom high-bowed Conestoga cover for cruising & sleeping aboard. Bow & stern dry storage w/nice teak doors. Varnished spars, tanbark sail, new 4hp Johnson Twin, galvanized Load Rite trlr, 11lb Bruce anchor, 9" Shaw & Tenny oars & 2 position locks, gorgeous 11' yuloh sculling oar w/captive lock & more. Used vy little & sailed only twice. In North Florida. \$6,500.

CURTIS NICHOLS, Welaka, FL, (904) 467-3691 <eadien@aol.com> (24)

17' Rowing Pod, 32" beam, about 75lbs, dble ended. Foam core, female molded, FG constr. Dk green exterior, buff tan interior, teak rails. New, never in water. Set up with seat/buoyancy compartment at each end, ready for drop-in rowing unit. I have a boat out of the same mold which rows beautifully, either solo, or with passenger. \$700. **15' Minute-man Catboat**, '70s blt. New steel CB, alum spars, mast in tabernacle, original sail. W/self-bailing cockpit & cuddy cabin. Incl. trlr. Gd cond. \$2,200. **14' Cape Dory Rowing & Sailing Boat**, similar to Whitehall type. Has lateen Sunfish rig, additional side seating. Yr unknown. Solid condition, but could use new paint. \$600.

STEPHEN KOOPMAN, Saundertown, RI, (401) 294-6281. (24)



'96 Simmons 20' Sea Skiff, w/new trlr, 55hp-Johnson electric-tilt OB, FG bottom, mint cond. \$6,950.

GEORGE'S BOAT HOUSE, 134-136 Cedar St., Oneida, NY 13421, (315) 361-5415. (24P)

10' Sailing Dinghy. \$100.

ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (24P)

'47 Beetle Cat, She has always been stored in a damp shed. She has taught many children & adults to sail. We are her 2nd owners. She leaks some but has lots of great times left in her. She has oarlocks. Sale incl 9yr old trlr only dunked in salt water a few times; spare rudder; oars, Thirstymate. \$1,000. JOHN BAILEY, Stockton, NJ, (609) 397-2150, <jbailey@crusoe.net> (1)

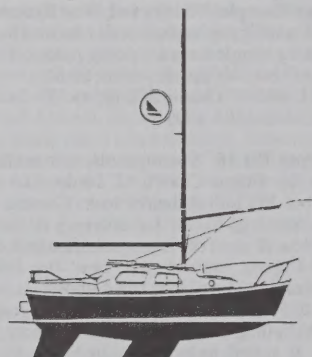
'98 Custom Blt 16' Swampscott, sternwell, sailing dory by Roger Crawford. Looks like wood Lowell, but FG hull & heavy teak. Custom high-bowed Conestoga cover for cruising & sleeping aboard. Bow & stern dry storage w/nice teak doors. Varnished spars, tanbark sail, new 4hp Johnson Twin, galvanized Load Rite trlr, 11lb Bruce anchor, 9" Shaw & Tenny oars & 2 position locks, gorgeous 11' yuloh sculling oar w/captive lock & more. Used vy little & sailed only twice. In North Florida. \$6,500.

CURTIS NICHOLS, Welaka, FL, (904) 467-3691 <cadien@aol.com> (2)

23' Norwalk Islands Sharpie, bare hull. All marine plywood, ready to glass. Plans incl. \$1,750. BOB AUSTIN, Williamsburg, VA, (757) 566-3769. (24)

12' Kayak, Perception Dancer, yellow, gd cond. \$375.

DON HAMMER, Newport, RI, (401) 847-3807, <hammernewport@earthlink.net> (24)



Leisure 22, twin keels, wt 3,300, ballast 1,400, draft 2'8", can slp 5, hdrm 5'8". Highest qual English constr & fittings. Incl exc trlr w/brakes, 2 sails, roller reefing main, jib, deep & safe cockpit, full lifelines, anchor well, hvy duty mast, rigging & tabernacle. Bought cloth for new interior. Consider partial trade of Hen (or similar). A beautiful seaworthy ocean going pocket sailer currently located in VA. \$6,000 OBO.

KEN PAGANS, Corpus Christi, TX, (361) 949-9386, (540) 343-3270, <lvltlbt@yahoo.com>

17' Skin Boat, wood/canvas sea kayak, traditionally blt hard chine shallow vee-bottom, spacious cockpit. Yellow & white, nice cond. W/dble paddle. \$250 firm. **17' Seda Viking Sea Kayak**, older model, white, w/flotation bags & dble paddle. \$250 firm. All to sell by Memorial Day or off to the dump. BOB HICKS, 29 Burley St. Wenham, MA 01984, (978) 774-0906 6-pm best. (1)



Westerly Nomad, 22', tri-keels, MD1 diesel engine, 3 sails (main, genoa on jib furler, spinnaker), Trowbridge trlr. In gd cond. Located Nantucket Island, MA. \$6,000 US

FRED HEAP, Nantucket, MA, (508) 228-9904, <FFHEAP@yahoo.com> (1)



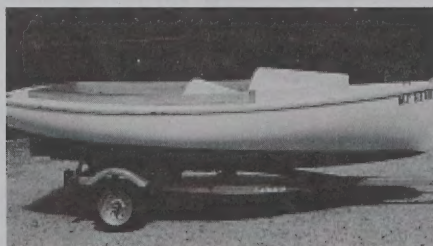
19'6" Chebacco Motorsailer, 9.9 Honda, wheel & tiller steering, galv trlr, vy nice finish, amost brand new. ystem Three epoxy & LPU paint. details on wbe at Chebacco news #17 & #24. \$14,500.

BOB CUSHING, Cazenovia, NY, (315) 687-6776. (1)



18' White Outboard Runabout, '50s vintage, lap-strake wood, blt & used on Maine lakes. Was going to be our "press boat" but it never happened. Deep roomy hull grt for family w/small children (hard to fall out of). Structurally sound but nds compl cosmetic restoration (sanding, painting, varnishing), been stored outside on trlr under boat cover. 35hp electric start Gale Buccaneer OB w/remote controls at wheel on dashboard fwd behind windshield, was in running cond, will nd tuneup/overhaul. Original canvas in gd cond. On Holsclaw trlr okay for hwy use, bring your trlr plate. \$1,000 firm.

BOB HICKS, 29 Burley St. Wenham, MA 01984, (978) 774-0906 6-pm best. (1)



Sturdee Cat, '73 FG, 14'4" x 7', 600lbs. In A-1 cond. New Caulkins trlr available. \$3,900 firm. BARBARA CHASE, 520 Temple St., Duxbury, MA 02332 (1)

BOATS WANTED

Ltwt Fixed Seat Rowing Craft, or sliding seat. Guideboat, St. Lawrence Skiff, Rangeley or similar. Wood or FRP, must be in useable cond. 14' to 18' under 90lbs. Under \$1,000, located in Mid-Atlantic or New England. Does not have to incl oars. ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033, (856) 428-7357, <amenkart@marineengine.com> (24)

19' +/- Dory, wooden or FG, Must have OB well. AUSTIN DOVE, Skaneateles, NY, (315) 685-6038. (24)

SAILS & RIGGING FOR SALE

White Polytarp Sail Kits. Construct a sail in about 4 hrs. No sewing required.

DAVE GRAY, 7404 Madden Dr., Fishers, IN 46038, (317) 842-8106. (11P)

Used Sails, fair, gd, exc, some new, all sizes. Need your luff, leech, foot or useable mast & boom lengths.

PETER BROWN, Alexandria Boat Shop, Alexandria, NH, (603) 744-5163. (3P)

SAILS & RIGGING WANTED

Bristol 26 Working Jib, luff 30', foot 10'6".

AL FITTIPALDI, Titusville, NJ, (609) 818-0350. (1)

GEAR FOR SALE

6 Cyl Buda Marine Engine, 638ci gas, twin ign w/ 3:1 reduction gear. Removed from '67 schooner yacht *Wendameen* from G.W. Ford estate in early '30s, well protected since. Easy restoration, exc heavy duty slow speed power for cruiser or aux power for lg sailing vessel. Located MA. \$1,300 OBO.

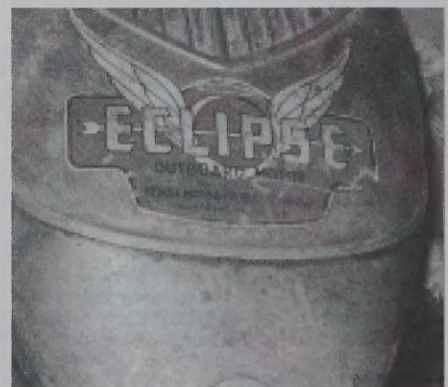
ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033, (856) 428-7357, for photos <amenkart@marineengine.com> (24)

WWII Aircraft Bubble Sextant, capable of taking sights at sea level. Vy rare, exc cond, in its case. Calibrated 12/1/67. Bendix Aviation Corp, Eclipse-Pioneer Division. Automatically averages 50 sights in 2 minutes & displays digital results. Internal lighting. In my possession since calibrated in '67. \$600 or make offer.

JOE BLUBAUGH, Bulls Gap, TN, (423) 235-6307. (24)

British Seagull OB, 5hp LS. \$225.

ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (1P)



Eclipse OB, made by Bendix, been in the dry shed 40+ yrs. Sell to a good home for \$100. PAT ATKIN, Noroton, CT, (203) 655-0886. (1)

There is nothing—absolutely nothing—

half so much worth doing



as simply messing about in boats.

Famous Quotation & Illustration, from *The Wind in the Willows*. Tee \$16.50, Tank \$16.50, Long Sleeve \$21, Sweatshirt \$26, Tote Bag \$16.50, Shipping \$4. VISA/MC/AMEX. Other designs available. DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (301) 589-9391, Toll Free 877-MESSING. <www.MessingAbout.com> (TFP)

Atlantic White Cedar, custom cut to your specifications from our own logs which we bring up from Florida. Lengths up to 24'. Cypress & other species available on request.

WOODCRAFT PRODUCTIONS, LTD., P.O. Box 17307, Smithfield, RI 02917-0704, tel (401) 232-2372, fax (401) 232-1029. (6P)

18' Swampscott Dory Building Jig, w/patterns & plans. 5' beam, about 200lbs. For plywood lapstrake construction, 1/4" sides, 1/2" bottom. Patterns are plywood and incl all planks, frames, seats etc. & will allow quick construction. First hull is off jig and is attractive and fair. I am looking for someone who wants to borrow jig, build their own boat, & pass on to someone else. No charge.

STEPHEN KOOPMAN, Saunderson, RI, (401) 294-6281. (24)

Volvo 2 Cyl Diesel, '79 being replaced. Has been run & is turned over regularly. \$1,000 plus cost of removal by mechanic (est. \$200).

ED CASS, Wellington ME, (207) 683-2435, <edeshea@tdstelm.net> (24)

British Seagull Model 90 OB, 5hp w/long shaft & rease. Never used. \$475.

AL FITTIPALDI, Titusville, NJ, (609) 818-0350.

GEAR WANTED

British Seagulls, dead or alive. Cash paid, any cond. FRANK VALENTINO, S. Dennis, MA, (508) 385-8510, (508) 385-2507 anytime, email: <seagull508@aol.com> (TFP)

BOOKS & PLANS FOR SALE

BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos. FREE how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55". "How To Use Epoxy" Manual \$2.00.

GLEN-L, Box 1804/MAI, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258 www.Glen-L.com (TFP)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221 (TF)



Build 13-1/2' of Bliss, from 2 sheets of plywood. Plans \$26. Illustrated leaf let of 16 craft \$2.

DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, England. (EOIP)

Plans for Little Moby, design by Wittholz, 14' sturdy ob skiff. Never blt. From *WoodenBoat*. \$50bo.

DAVID VIRTUE, Kittery Point, ME, (207) 439-8009. (1)



Nutmeg (aka \$200 Sailboat), Bolger design, 15'6" x 4'6". Plans w/compl directions. \$20.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

Messing About in Boats Back Issues, lots and lots going back to about '87-'88. Gotta clear out surplus, running out of storage space with 430 issues now published since '83! Not all issues all years, will sell in lots of 6 for \$5 ppd in US. I cannot tell you contents of any specific issues, you specify year you wish, we'll come as close as we can. Last call, anything left (other than my file copies) by Memorial Day goes to the paper recyclers. Mail order with check only, no phone, email etc.

BOB HICKS, *Messing About In Boats*, 29 Burley St., Wenham, MA 01984. (1)

BOOKS & PLANS WANTED

Old Canoe Catalogs.

LEROY SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-2628, (302) 653-9487. (TFP)

MARINE RELATED ITEMS FOR SALE

Free Acrylic Painting of Your Boat, will still do free picture painting of your boat but \$50 for 9"x12" & \$100 for 18"x24" will get your painting done first. Send no money until you get a painting you like.

SAM CHAPIN, 753 Woodside Rd., Maitland, FL 32751, (407) 622-5730. (TF)

Small Boat Paradise, house for rent on beautiful Lake Dunmore in VT. 4br, 2b w/lg deck overlooking lake. Private dock w/exc boating & fishing. 15 min from Middlebury. \$975/wk.

ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033, (856) 428-7357, for photos <amenkart@marineengine.com> (24)

What's Included?

Sea Pearl 21 Cat Ketch Sloop, Hull # 201, Marconi rigged, leeboards, green hull and gold sails. Hutch trlr, Johnson 4hp longshaft ob. Pram top. 1 owner boat garaged since new when not in use. Extensive boat & cruising kit equipment included. **List available on request.** Selling as package only. \$6,500 through May 31, \$7,000 from June 15. Price firm. Richard J. Dix, POB 103, Hesperia, MI 49421, (231)8543545.

List Available on Request

Often the equipment that goes with a boat offered for sale on these pages has to be summarized, listing a few major items only, with all the rest "too numerous to mention" or "and much more". We don't have the space in a free ad to list some comprehensive inventories owners have built up. But the true scale of the equipping of a small boat can be impressive indeed, and so herewith we present one reader's ad and his supplementary list of equipment as an example.

"Regrettably, it is time to put my Sea Pearl up for sale. It has not been in the water for the past two seasons. Please run the following for sale ad for me:

I am including an inventory listing just for your information.

Trailer: Hutch Trailer with 5.70" x 8" C load rated tires. Submersible tail/stop lights. Bearing Buddy hub protectors. Heavy duty rolling trailer jack. Two spare tires and wheels. Tongue spare tire mount. Upgraded higher capacity winch. Trailering sail covers.

Boat: 4hp Johnson long shaft N-F motor with separate 3 gallon fuel tank. Detachable rudder motor mount. 10' Carlisle life boat oars. Rear cockpit teak plywood partial deck. Pram top. Front cockpit tonneau cover. Custom made main boom awning and rain fly. Retrofitted water ballast tanks. Swivel goosenecks. Boom vang. Combination topping lifts and flag halyards. Davis mast head fly (wooden case for transporting). Silva combination boat and hand bearing compass. Silva inclinometer. Knot Stick with custom gunwale mountings. Storage areas fitted with two bungee cords strung through SS eyes. Under deck fasteners to secure boat hook, hand pump, and tiller extension. Storage trays (3 plastic Pepsi cases that reside under the floor boards, between the ballast tanks, 1 under the rear cockpit). SoPac 19" x 7" x 2" flat fender. Taylor 27" x 8-1/2" fender. Mooring lines. Custom collapsible boarding ladder. Thirsty Mate hand pump. Davis extending boat hook. Additional bronze gunnel cleats. Stern cleats replaced with bronze Herreshoff 6" cleats.

Rudder and Tiller Modifications: Rudder blade blt nosed and trailing edge tapered. Davis Tiller Tamer installed. Bronze 1/4" through eye bolt installed, replacing brass screw eye. Harken cam cleat installed on custom tiller pad for mizzen sheet control. Forespar quick release twist-lock tiller extension. Additional boom bail mounted 18" forward of the aft end of the mizzen boom which allows the mizzen sheet to move freely during a jibe.

Anchoring System: Custom teak anchor chock. Reel that uses the mainmast for the axle. 150' 3/8" nylon 3 strand rode. 6" rubber coated chain. Bruce 11lb anchor.

Galley: Custom stove platform and mounting blocks that secure the platform on a level plane at the front of the forward cockpit coaming. Wind screen. Origo 1500 alcohol stove, I believe it to be the best and safest stove for a small boat. Electrical: Custom wood battery case for a 12v U-1 wet cell battery. Two cigarette style outlets; one in the forward cockpit and one in the aft cockpit. Aqua Signal Series 25 stern light and combination red/green sidelight, wired to plug in receptacles. Custom built teak bow and stern mounting brackets. Hand held spotlight with extension cord.

BYE-BYE BARNACLES



- Clear Coating
- Non-toxic
- Biodegradable
- Safe and easy to apply
- Economical
(1 qt. covers 22' hull)

Repellent and conditioner
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able style cabin or roomy daysailer with privacy features. She is
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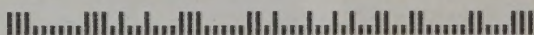
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